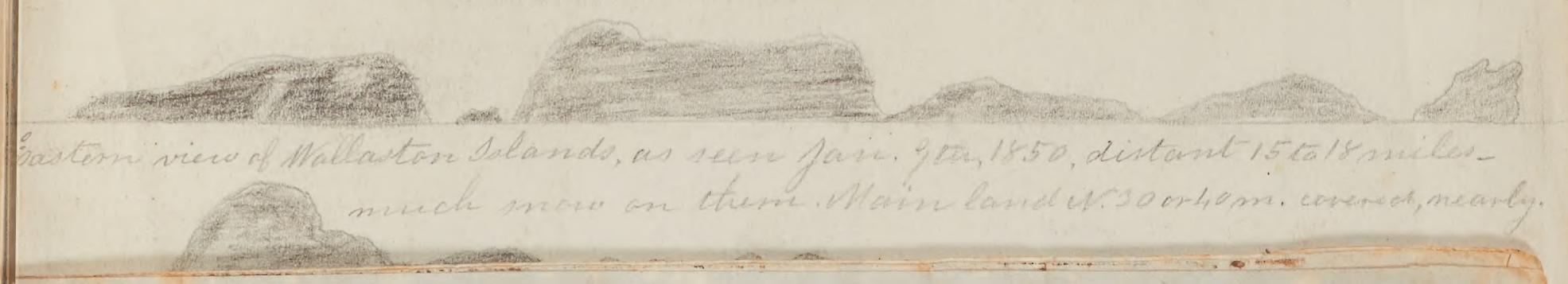




\$1500

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4/11/1982

Log
1849 A
Argonaut
Log 1150



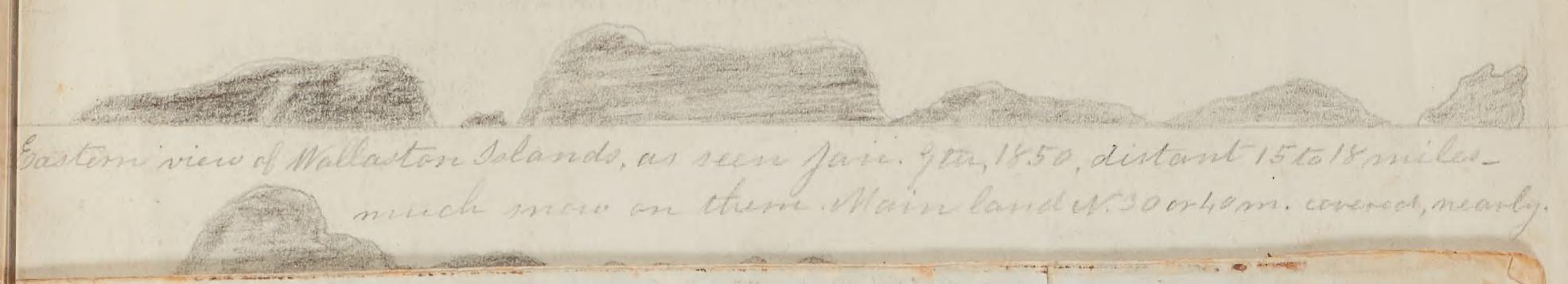
Eastern view of Wallaston Islands, as seen Jan. 9th, 1850, distant 15 to 18 miles -
much snow on them. Main land at 300 or 400 m. covered, nearly.

New Hampshire New Hampshire

\$1500

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4/1/1982

1849 A
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Eastern view of Wallaston Islands, as seen Jan. 9th, 1850, distant 15 to 18 miles—
much snow on them. Main land at 300 or 400 m. covered, nearly.

17

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(Partial copy of a letter sent W Whipple.)

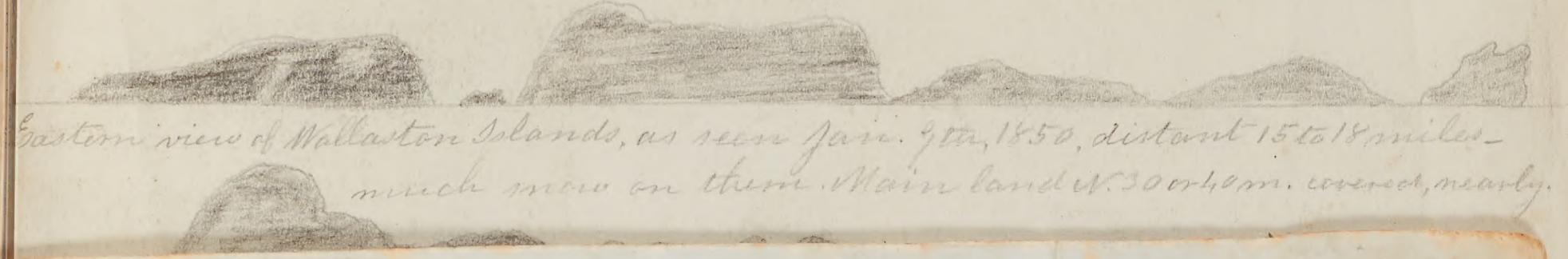
Ship Argonaut, South Pacific Ocean, Lat. $37^{\circ}07' S.$, L. $175^{\circ}31' W.$

Jan. 25th, 1850 — I believe I promised to write at the first port we touched, and as we expect to go in to Valparaiso in two or three days, I will redeem that promise in advance. We left Boston Oct 30th, with, (crew and all,) 246 aboard. We were towed down the harbor by the steamer "Jacob Bell", which left ^{us} in about two hours. We then took a fine westerly breeze and passed the last home land mark, (Cape Cod Highland Light,) in the evening. By this time the usual amount of sea-sickness was present, which was passed over as best it might be — it can be imagined better than described. We had a beautiful run for the first four days, viz: 733 miles — more than we have ^{run} had in any four successive days since. Nov 1st, we took the heaviest squall from the N.W., that we had that side the line. Were in Lat. $36^{\circ}52' N.$, Lon. $62^{\circ}02' W.$ The ship leaked badly when we came out and is far from being tight now; though she leaks less than she did: it has afforded the passengers some exercise, which otherwise they would not have had. Nov. 20th; Lat. $8^{\circ}04' N.$, Lon. $31^{\circ}27' W.$ Indistinctly spoke with a Baltimore brig, bound to Rio de Janeiro, 23 days out, and we thought her name was "Carolina", or something that sounded like it. She may have reported us. We have spoken with no other vessel, though we have seen many.

Nov. 20

Purchase:
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1849 A
Argonaut
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Eastern view of Wallaston Islands, as seen Jan. 9th, 1850, distant 15 to 18 miles—
much snow on them. Main land W. 300 hom. covered, nearly.

~~1850~~,
Took out the forward midsprit berths, of which I spoke
at home. Hammocks were substituted and the cable
extended the whole length. Crossed the equator
Nov. 25th, in Lat¹¹ 31° 56' N. — 26 days from Boston.

The N.E. trades were so far S., and headed us off so much,
that we could not run our longitude down as
much as was desirable. We had a pretty good run
across the ^{line}, and experienced less inconvenience from
the sun, than I expected. Nov. 28th, we made Fernando
Noronha, (an island off the coast of Brazil, on
which the Brazilian convicts are kept.) This was
the first land we made and passed between it
and the main land. The 29th, (Thanksgiving day)
was very pleasant. We had a fine breeze from
the E.S.E., and all our royals set. My journal
says the evening was "very beautiful"

Dec. 3d, caught a shark about 5 ft. long. Dec. 16th, Lat 34° 37'
S., Lon. 40° W., 2¹/₂ cell. off. M., furled topgallant-sails.
A squall from the S.S.E. struck ^{us} aback. All hands
were called to shorten sail and the ship was
gut off before the wind without harm. This, if
not the heaviest, was the worst squall we
have had. The S.E. trades were so far S. that
they headed us off, as did the N.E. trades. We were
now some 5 or 6 hundred miles from the South
American shore. Dec. 26th, the chief mate, Rouny,
of Beverly, who by the way is a gentleman and
has the esteem of all onboard, was troubled with
one of his eyes all the voyage, and retired
from duty.

\$1500

Jan. 6th, 1850, made the south eastern extremity
of Terra del Fuego and went through the Straits
of Leemar the same day. These Straits are
15 miles wide and 9 long, formed by the main
land and Staten Island. Jan. 7th, were under
double reefs and sent down fore and mizzen
royal yards. 10th, passed Cape Horn with
a strong southeasterly wind, squalls and
a thick atmosphere - 72 days from Boston.
We had many rain and snow squalls in
these regions, and saw many hills or moun-
tains covered with snow. I have not room
to write any particulars about them in
in this letter, but I have made some
observations in my journal. The ship
was "sharp-raced" nearly all the way from
the SE trades to the Cape, and in fact I might
almost say from Boston; for we have had
but very little free wind. At some future
time I will give the passage from the Cape.
The Argonaut is a good able ship and a first
rate sailer. If we had been in one of the old
box ships, with the same winds, we should
now have been the other side the Cape.
We have all been pretty well and many of us
are heavier than when we left. Mr. Tugutus
cannot conveniently button his over coat,
when he has no dress coat on. Mr. Richards
is also more fleshy than I ever saw him.

Purchase:
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1849 A
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Eastern view of Wallaston Islands, as seen Jan. 9th, 1850, distant 15 to 18 miles -
much snow on them. Main land at 30 or 40 m. covered, nearly.

I call myself in "good case", and all the Rockport passengers are well. There has been very little or no sickness onboard. I shall number the letters I send you and then you ^{will} know if any are missing. I should like to have you send word to ~~Isaac~~ ^{Isaac} Hamilton that you have heard from me, as I shall not write there till I arrive at San Francisco. My next letter will embrace our passage from C. Horn, fare, mode of living &c. The letter which I sent to Mrs. Whipple, at the same time, embraced our first washing &c, and our entrance to the harbor of Valparaiso: the 1st part of it was dated at sea & the last Valparaiso Jan. 27th, 1850.

Description of Ship Argonaut's Benth Deck, written after leaving Valparaiso. The Argonaut is probably between decks 140 or 145 ft., and I should think about 28 ft. wide. There are two tier of berths, one above the other, the whole length of the ship. These berths are about 5 ft. 10 in. long and the lower ones, amidships, about 4 ft. wide - the upper ones and those fore and aft are not quite so wide. Hence the berths occupy 8 ft. of the berth deck. In the forward part of the ship are some 30 hammocks, which during the day, are lashed up, so that they are not much in the way. The space under the lower berths is crowded with chests, trunks, boxes, bags, rum-

\$1500

jugs, vessels which had preserves, boxes of tobacco and segars, shovels, pickaxes, crowbars, tents and tentpoles, boats, shoes, oil clothes, &c. &c. Some of those chests project a foot or more beyond the front of the berths, into the aisle or gangway. In the middle of the ship is a table the whole length, except under the hatchways, about 4 ft. wide and 4 ft. high. To use this table as a place to set at for comfort or convenience to take food, to a person on shore, would seem absolutely ridiculous. Under it is stowed away every imaginable kind of baggage that Yankee ingenuity could devise taking to California, even to wash tubs and wheelbarrows! On either side of the table, a part of the way, are two rows of chests, parallel with it, and the side of the chests next the table, perhaps would average 8 or 10 in. from it; but the space is very irregular, some of the chests being longer than others. Said chests will probably average about ^{wide} 2 ft. on the top, many of them being tool chests; and consequently where two of them happen to be of the same height, there is a seat 4 ft. wide! This sounds extravagant for a seat; but as I have before said the space under the table is filled with every imaginable thing, so that a space for one's feet, to sit in the usual way at table, is hard to be found. I think if man had been originally designed to sit at a table like this, he would

Purchase:
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1849 A
Argonaut
Log 1150

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have been made so as to shut his legs up like a jack-knife, and put them into his pocket! Even if there were room under the table, it would not suit a tea-party to clamber over a pile of chests 4 ft. wide to get to it. I have already stated that a part of the way there are two rows of chests next the table, and I would here say that nearly all the way where there are not two against it, there is an extra row against the berths. A row of posts that support the upper deck pass through the center of the table, and about 2 $\frac{1}{2}$ ft. above it is a rude trough, part of the way, in which persons may deposit their dishes if they wish to get them mixed with those of other messes or lost. The rest of the way there is simply a strip of board nailed on to the posts, which serves to hang the lanterns and castors on; and if any person wishes to hang up a dipper or tin pot, he can; but when he goes to find it, it may not be there. The aisle or gangway between the berths and table, when the chests are in their best possible condition, is about 2 $\frac{1}{2}$ or 3 ft. wide; but it must be remembered that the chests under the berths are stowed crosswise; that is the length of the chest forms a right angle with the length of the berth, so that to open a chest it must be drawn hard out against those next the table, which stops up the gangway entirely. It may easily be imagined that some of the chests are always out; and in addition to this

there is constantly a number of barrels of bread standing in it. There are three companionways for passengers to descend to the berth deck, viz: one a few feet abaft the mainmast, one about half way from the mainmast to the foremast, and the other 8 or 10 ft. forward of the foremast: the last named is narrower than the other two and is particularly ~~designed~~ described on my journal, page 5th. The berth deck is mostly lighted by these companionways - the remainder of light we receive from the cabin windows, three round ventilators on each side the ship, about 5 or 6 in. diameter, and 4 sky lights in the deck, 2 each side; one nearly abreast and the other about 8 ft. abaft the foremast: these lights are about 9 in. long and 2 in. wide. The space between decks is about 7 ft. Now to write a description of the persons and employment between decks is a hard task, and I shall attempt to do but little at it. It can be better imagined than described. When a person first descends from the middle companionway, he is first struck with the great length of the room: he looks this way and that, and can hardly see the ends! Then he is surprised to see such a host of people, and before his eyes catch them all they are attracted by the immense quantity of baggage, which is truly astonishing! It is literally a yankee warehouse! - The gangway

Purchased
4/11/11.

Aigonaut

in front of the berths is very uncertain; a man may go one third the way round the ship & meet with no obstruction, and he may not get 20ft. before he will be "bared up" against a great chest standing across the way; and perhaps after he clambered over this he will not have gone 10ft. farther before he brings up against another chest, with 4 persons on and round it, playing cards. This he gets over as best he may, and perchance before he goes 30ft. farther some one has ~~has~~ his chest out and open re-packing or overhauling his things, or to examine some of the nice fixings put up by his lady love, or it may be his eyes are fixed intently on her daguerotype; for they seem to be very much in requisition and many carry them on their persons where they can have them handy. In going the length of the ship you would see perhaps 12, 15 or it may be 20 companies playing cards - a number playing checkers, some at gammon, some shaking dice, others playing dominoes, others throwing tops, some telling stories, others engaged in argument, others singing songs, more or less fiddling, &c. &c. &c. You may also see the following - mending and especially pants, for the seats of those are exposed to unusual wear - darning stockings, making tents and cots or hammocks, money belts and sheath belts, emptying rum jugs or kegs into

smaller vessels and mixing grog, reading, sleeping, eating, picking over raisins, mixing up "duffs", washing dishes, scraping and cleaning deck, and all manner of such employment that one can devise either for amusement or to "kill time". Some seem to enjoy themselves very well and others look rather forsaken. I have told what one might see, but I shall not tell what he might hear. Mode of living. - We have our meals at or in the vicinity of the long table before described. By the description of that table and the chests &c. under and round it, it appears to be quite difficult to sit at table with any ease or convenience. Consequently we go up, make a dive for our share, and having secured it we seek a resting place to eat it on a chest near the berths, or perhaps set on one of the outer tier back to the table. We all have knives and forks aboard, or had when we came out, but the knives are not always and perhaps I might say, in some cases, not often used to cut meat, after one has it on his plate. The fingers seem much better adapted to man's natural wants, in our situation, for the following reasons: we have to hold our plate in our hand, when it is rough, to keep it at all. Now if one will just try the experiment to cut his

"Wichita"
4/1/1852

Aigonaut

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meat and hold his plate in his hand at the same time, I think he will meet with some perplexity; but one may say set the plate on a chest; that you may do, but as soon as your hand leaves the plate the plate leaves the chest. Perhaps another might suggest the idea to set the plate on the knees; this is often done, but he who does it runs the risk of losing his meal; the least mishap in its management or an unexpected lurch of the ship will dash his reviving hopes worthless at his feet! Now to loose a plate of meat or pudding on shore, would not be counted much of ^a loss; but here, to meet with such a misfortune, is not so trifling; particularly as regards the "duff." The meat we could replenish; but the "duff" our best luxury - would be irrecoverably lost and could not be replaced; and the one who should be so unfortunate would remain a sorry child till the next meal. This leads me to ~~state~~, that most of the messes divide their "duff" and "soft tack," (flour bread,) into equal parts and each person takes his share. As we are allowanceed on the above named articles this is thought to be the better way; and perhaps I might here say that we are, in one sense, allowanceed on every thing except ship bread and air! It is true we generally have meat enough, but not always; but when our meat

falls short now, perhaps it ^{is} the fault of the stewards, as they are allowed to take what they think each mess will eat. The first part of the voyage the meat was weighed out, but the Capit., I suppose, found that we would not eat near as much as the law allows us and straight he might save something by letting the stewards take what they liked. I believe we are allowance on every other article except ship bread and salt. So when every thing else fails we fall back on the bread.

Provisions and cooking. - Beef good; pork not very good - western and most all heads and legs; beans were good once, but are old and never cooked soft; salt fish, sweet and good but very small - Labrador; we had only one dinner of fish from Boston to Valparaiso! we had a little dry after our cheese was gone; our cheese was first rate; rice passable; potatoes good while they lasted; flour good; Indian meal good but none of it hardly; only had it very few times; molasses passable; sugar medium; raisins good; coffee and tea inferior; pickles good - but many of them were kept till they spoilt; water good; vinegar pretty good but has vitrol in it; ham good but we have not had any but three times yet, (95th day out.) It is said there are some mackerel and dried apples on board,

Bremen
4/1/11

Argonaut

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but we have seen neither yet. Now I think the ship was pretty well provisioned, with few exceptions, viz: we should have had more Indian meal, more spices, some cranberries, some sausages, packed for the voyage and a few other such articles and we should get along very well without fresh provision, such as pigs and fowl which are usually carried on a long voyage and which would have been very difficult for us to have brought: Provided, however, we could have them to eat.

Perhaps I may as well say here that when we first came out, we lived miserably; but as the Capt. was sea-sick, every one made the best of it, respecting as soon as ~~the~~ he was able to be about he would put things to rights. But when he got over his sickness he seemed to think nor care ~~mo.~~ more about us than he would a lot of the lowest grade of Irish immigrants! Grumbling on the berth deck soon became loud and general, and in my opinion not without sufficient cause. On referring to my journal I find that on the 9th, of Nov. 1849, which was the 11th day out, nearly or quite every mess chose a man, and these men chose two from among them to wait on him and just let him know that we would not stand our present living. We then had $\frac{1}{2}$ lbs. of flour to a man, a week; we had that doubled to 3 lbs. and we had

not
then had any rice: we ^{had} that promised twice
a week and some other things, so that we
got along much better. Nov. 15th, 1849. The Capt.
posted a notice up between decks and also in
the cabins, threatening to put us on allowance
of 3 qts. of water a day, if we did not use less!
I will now copy from my journal. Nov. 21st,
(1849). The commissary and suit were on
hand early to allowance each mess their
water, viz: 3 quarts to a man, a day, including
water for cooking. We, individually, of course
had nothing to put it in, for I should as
soon thought of bringing a cooking stove or
a sheet anchor as a water barrel or gug; for
no one dreamed of being put on an allow-
ance of water the 23d day out! without
having experienced any thing but a first
rate run and plenty of water onboard.

The Capt. said a few days out, that he had
water enough to last 200 days, allowing a
gallon to a man, and "that he should not
stop into but one port, if he stopped at all".
The commissary put some beef barrels be-
tween decks and began to put in the wa-
ter enough for 4 or 5 messes into an old
beef barrel that smelt, "not out land", but
very highly perfumed with said beef. They
began to put in water and the passen-
gers began to put out some awful oaths!
The commissary did not all look as smiling as

Purchased
4/11/11

Aigonaut

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a May morning and the water dealers thought 'twas best to get the Capt. down and take some of the curses off of them, poor fellows. So the Capt. went down and he was pretty tart at first and talked great things. But I believe, however, before he went down some of the barrels went on to the upper deck. — and he and the passengers had some hard talk. I was on deck, but I understood that he told them "that they should not have over three quarts of water a day, and the ship should not go into but one port, on her passage, at any rate, unless they trampled over his dead body". One fellow stepped out, I believe a Vermonter, and said: "Capt. Nott, if any man lays his hands on you I'll slap his"—. After considerable talk the Capt. calmed down quite mild, finding, perhaps, that he had a hard set of customers to deal with, and knowing that it was quite out of place to keep water in old beef barrels between decks. The remainder of the beef barrels soon made their exit on deck and the water was put into the old cask.... Now the fact is the ship's water has been measured out for several days and put into a cask on deck, and it was measured in this way: they filled a common water bucket that would hold 12 qts. full, about half or two thirds full and marked it

down 3 gallons, and that account was given to the captain which represented the ship as using all of one third more water than she actually was. This wonderful "mistake" if such it were? was not discovered till the water was measured in a gallon measure, which process gives us more water than we shall probably want. The Capt. visited the berth deck again after the discovery that we had not had our reported quantity, the object of which visit, I think, was an apology for the first". Capt. Watt I think has learned by this time that he is not freighted with Irish immigrants. I think if we had not, in effect, demanded better living, we should have been kept down to the standard that we were at the first fortnight. Our fare is now low enough and we have grumbling enough in all conscience; but it is nothing compared with the first part of the voyage. Lodge, Dove & Co. and Watt have had imprecations enough from the passengers to sink a nay! but I will leave the former for the present and confine myself to Watt. As I have already said the ship was, with a few exceptions, pretty well provisioned, which throws the more blame on Watt; for of course it belongs to him to give those provisions to us as we needed them. This he

“Puchmire
4/11/1112

Aigonaut

has not done. I think he has kept everything from ^{us} that he could, and means to through the voyage. If I can judge anything by actions I should say that he was totally indifferent to the wants, wishes or comfort of the passengers, and his only object is to get the ship to San Francisco as cheap as possible and make all he can out of the voyage. We might have spoken with a number of ships, homeward bound, just as well as not; but he would not if he could avoid it. We only spoke with one Baltimore clipper brig, which tried all one day to get near enough and ~~he spoke~~ ^{was} afraid that some vessel might come near enough to read the ship's name, which was in gilded letters on each quarter; that he had the carpenter take off those boards that contained the name and turn them the other side out. The cabin passengers, it is said, are more dissatisfied than those between decks. I think Watt is a good, careful navigator, but in every other respect a man utterly unqualified for a commander of a passenger ship. I think the above statements are the sentiments of all the honest passengers onboard.

We have 2 cooks and 2 stoves or ranges, to cook for the whole company. The head cook's name is Wilson, the other's Thompson. Wilson cooks for the cabins and sailors and Thompson for the

passengers. I believe there are 196 passengers between decks, and one cook and one range to cook for them! Look at it! it is worthy of any one's consideration who has any regard for ~~for~~ humanity. One negro to cook for 197 men: This is abundant demonstration to the world that we do not have our food cooked as it should be. Hence we have to mix our own dufffs, hashes, &c. These cooks understand the catch-penny business pretty well. Our beans we always have steamed because they pretend they cannot bake them. We have scarcely had a mess of beans steamed soft enough to be fit to eat, since we have been out; but they will bake them over the next morning for a farthing, and they generally have some to sell the morning after bean day, that are baked quite eatable, for 5 or 10cts. a plate. If we want a cake or duff baked they will do it for a farthing or any little thing that we want done we must pay for it; and in this way they have picked up a pretty good purse of money. By the time we arrive at San Francisco some passengers will probably have paid ~~3 or 4~~ dollars. Thompson told me that he expected another cook was onboard till after we get out, or he woudl not have come. There are four stewards between decks, whose business is to wash the dishes, clean the deck, receive the provision

Puchase
4/1/11.

Aigonaut

from the commissary, carry it to the galley and when it is cooked carry it to the table, &c.; they pay about \$75⁰⁰ for their passage.

Bread duff:- This is an article that we substitute for flour or soft bread: the process of making it is as follows: we have a duck bag made for the purpose, into which we put some 3 or 4 hard ~~toasted~~ bread at a time, and then take a carpenter's mallet and pound it into flour. This I know is something new and odd, to make flour out of bread, and seems to be reversing the order of things; but the old adage is, "poverty is the mother of invention", and we had no other way to supply our want of flour. Having converted the bread to flour we get a little "slush" from the galley and put in with some salt, molasses, perhaps a little ginger and some raisins if we have any and mix with water. Then we pay the "Doctor" (cock) five or six cents for baking and have an extra meal! Barrels and barrels of ship bread have been pounded up in this way, and many fingers have been blistered in the operation! -

Bill of fare:- Sunday noon, for dinner, salt beef & "duff"; supper, what was left of dinner with tea. Monday-for breakfast, what was left of Sunday's supper with coffee; dinner, salt beef and rice; supper, what was left of dinner ^{with tea}. Tuesday-for breakfast, what was left

of supper with coffee; for dinner, steamed beans and pork.
For supper, what was left of dinner with tea.
Wednesday—for breakfast, what was left of supper with coffee; for dinner, salt beef and duff; for supper, what was left of dinner with tea.
Thursday—for breakfast, what was left of supper with coffee; for dinner, salt beef and rice; for supper, what was left of dinner with tea.
Friday—for breakfast, what was left of dinner with tea. ~~dinner~~^{with coffee} of supper for dinner, steamed beans; and pork; for supper, what was left of dinner with tea.
Saturday—for breakfast, what was left of supper with coffee; for dinner, salt beef and duff; for supper, what was left of dinner with tea. Sunday—for breakfast, what was left of supper with coffee.

There seems to be a great deal of eating "what was left"; in the above; but this is easily accounted for. All the cook does for us in the morning is to make some coffee, except once in a great while perhaps he may warm us a "scouse"—and all he does at night is to make some tea. The above bill of fare is what we get from the ship; but we have other things which we pay extra for, such as baked "duff"; loafs of flour and bread and "soft tack;" (flour-bread) 3 times a week—the ship finds the flour but we have to pay extra for making and cooking—and once in a while a "sea pie" &c.

Hudson
4/1/11/12

Aigonaut

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Perhaps some inquisitive ladies might like to know where we keep our dishes, &c? Well, I have two answers, either of which is sufficient: first, we have no dishes and second, we don't keep them anywhere; but to be more particular: one's dishes consists of one tin plate, one mug or tin pot and one knife and fork, where he can get one; and these are thrown into one common receptacle, called a "mess chest" - except some few which are kept in their owners berths or chests. This same chest is also the receptacle of all our provision and the ship's furniture! beside. Now I must describe that; as ship's furniture is sometimes very elegant. It embraces the following articles, viz: one tin kettle, which is used for coffee and tea, to each mess, two large tin pans, one tin can for molasses and a castor (for every two messes) with two bottles for vinegar, one for pepper and one for mustard. These bottles will hold from 3 to 4 o.s. each. There is about 10 or 12 men in a mess. That is the ship's furniture between ^{decks,} unless I include the lanterns! Every thing is thrown into the mess chest and the state of this chest never ought to be described by any living mortal! What the ship ought to have had: - Now I think the ship should have had 4 cooks and 4 ranges and 8 stewards, or rather a better arrangement

would have been, 3 cooks, 3 ranges, and 6 steward
and not over 200 passengers in all, at the outside.
This arrangement, with the addition of
some kinds of provision which I have before
named, I think would have given general
satisfaction; but with our present arrangement
passengers have been much disaffected and
I think they have just cause for it.—
The ship Argonaut was built in Medford, is
a clipper built ship, an able vessel, about
650 tons burthen, a good sailer and works
well. She leaked about 10000 strokes in 24 hours
when we came out, but does not leak quite
so badly now.

John R Lodge, I think, owns $\frac{1}{4}$ of her, and William
Watt, the captain, the other quarter. John R.
Dove & Co. were the agents. Some of the passen-
gers say that Dove & Co. told them that the pas-
sengers between decks would fare just the
same as the cabin passengers, except the men.
This was false: the fare is not the same.

Again, Dove & Co. told some of the passengers,
as they affirm, that the ship ^{would} carry some
fowles and pigs for fresh provision: there
was nothing of the kind onboard. Again,
some declare they were told that the ship
would not carry but 150 passengers: she has
246 (including the crew.) The ship was adver-
tised in the "Boston Daily Atlas", to be 700 tons:
she is not but about 650. Wood, one of the

"Purchase":
4/1/11.

Argonaut

1

crew, a green hand, says Dow & Co. told him the
ship would carry 18 able bodied seamen and
12 green hands: she has but 17 before the mast
all told. More such stories would be superflu-
ous.

Names, Ages & Profession of Passengers in
the After Cabin of Ship Argonaut, bound
to San Francisco, Oct. 30th, 1849. Fare \$205.0

Names	Ages	Profession	Residence
T. G. Bradford	27	Druggist	Boston, Mass.
F. E. Dyer	26	Merchant	do. "
A. Jackson	40	Professor	Norwich Vt.
Robert Martin	29	Merchant	(Irish)
Fred. Pope	35	Teamster	Boston, Mass.
Wm. J. Peabody	31	Merchant	do. "

Forward Cabin - Fare \$200

Orson Bates	42	Farmer	Webster Mass.
J. L. Bates	21	Carriage maker	do. "
James Bryant	22	Ship Carpi.	Medford "
Henry Delano	29	do. do. do	"
Rufus Gerrish	30	Taylor	Boston "
John Godfrey	26	Civil Engineer	Fall River "
Henry S. Lowe		Merchant	Boston "

Forward House \$200

Jahn Atissar	26	Farmer	Dublin Vt. H.
Chs. V. Atissar	21	do.	Vienna Me.
Enos C. Blanchard	23	Ship Carpi.	Cumberland "
Levi T. Clark	23	Peddler	Mansfield Vt.
Stittman C. Dana	22	C. Engineer	Warren Mass.
Lewis Duper	23	Carpenter	Boston Mass.
David L. Durant	27	Peddler	Galis Vt.
John S. Esties	23	Provision deal.	Boston Mass.
T. D. Wright	25	Mariner	Cumberland Me.

Wm. Chase:
4/11/1862

Argonaut

Jariah Kimball 38 Mechanist Boston Mass.
 Benj: Trash 35 Mason do. do.
 Henry H. Wheaton 30 Lawyer Warwick Vt.
 Eli G. Tufts 28 Tailor Rockport Mass.
 Wm: Wilder 34 Carpenter Boston "

Steerage Passengers - Fare \$150.

A.

Lazel Strickland 35 Carpenter Calais Me.
 Hiram Bailey 46 Laborer Dracut Mass.
 J. W. Badger 24 Carpenter Lowell "
 G. H. Bird 22 do. Worcester "
 W. H. Briggs 21 Mariner Auburn Me.
 James R. Bennett 23 Farmer Lexington Mass.
 H. S. Bass 23 do. do. do.
 J. F. Baker 23 Blacksmith Boston "
 J. D. Bladgett 24 Carpenter Chelsea "
 J. Battles 24 do. Dover N.H.
Martin Battles 20 Bar

Martin T. Battles 20 Brass Finner - E. Boston Mass.
 Lewis Brown 20 Mariner Raymandine.
 Lovell Brown 35 Carpenter Warner N.H.
 J. L. Brown Jr. 22 Farmer Warner "
 J. W. Butler 20 Tailor Boston Mass.
 G. H. Buckley 22 Farmer Swansea Vt.
 B. W. Beckley 20 Painter - Parre Vt.
 C. D. Ball 21 Clerk Boston Mass.
 Otis P. Braun 23 Farmer Liberty Me.
 W. E. Bart 19 Mason Boston Mass.
 John Burges 21 Cabinet Ma. Worcester "
 T. H. Brigham 24 Shoemaker Native "

St J. Blanchard 22 Farmer Bone vt.
 Geo. E. Brightman 18 Mariner Fall River Mass
 John H Blizardell 30 Carpenter Lowell do.
 C.
 N. Cushing 50 Shipcarpenter Quincy "
 W. E. Cushing 19 do. "
 J. M. Carr 22 " Bucksport Me
 W. F. Gardner 22 Shoemaker Henniker Mass
 C. C. Canarel 24 Machinist Boston "
 C. He. Carpenter 24 Mariner Eden Me.
 A. C. Cole 24 Carpenter Chelsea Mass
 B. V. Clough 25 Teamster Natic do.
 Tailor Clough 22 Shoemaker Dracut "
 Levi Cross 30 Carpenter Keene NH
 James Capen 24 Farmer Gardner Me.
 B. Candace 39 Laborer Calis "
 A H Colman 34 Merchant Holliston "

D.
 Johnathan Durstard Shoemaker Henniker Ms.
 C. C. Dayman 21 do. Woolburn "
 James Darrowing 23 Engineer Worcester "
 H Davidson 20 Printer Boston "
 Atisander 21 Carpenter Rockport "
 Geo. Foster 47 Shipmaster do. "
 D. Fish 21 Moulder Pembroke NH
 Moses Fullam 30 Carpenter Somersville Ms
 Daniel Fullam 20 do. do. "
 H. L. Faulkner 18 Machinist Cam. Port "
 F. H. Gray 26 Fracter Lynn "
 Atanas Gault 25 Shoemaker Natic "
 C. Griggs do. 40 Paper-Maker Dorchester "

Puchase
4/1/1862

Aigonaut

H

David Hensley	52	Buckle-Maker	Somerville
Wm. E. Harve	23	Carpenter	Boston do.
C. Hodgkins	27	Mariner	Rockport Mass.
S. T. Humphrey	29	Carpenter	Boston ..
F. Hurdy	37	Baker	do. "
J. W. Hays	26	Shoemaker	Natic "
J. Hall	27	Blacksmith	Lowell "
James B. Hathaway	23	Carpenter	Fall River "
Geo. Hill	24	Supt. Int. Mar. Whs.	Boston ..
He. Haynes	23	Farmer	Sudbury "
C. C. Hastings	18	Clerk	Boston "
E. C. Heaps	21	Block-printer	Chenstadt Et.
J. Holden	32	Farmer	Washington vt.
C. Hoyt	30	Coachmaker	Roxbury Mass.
C. L. Jenkins	19	Shoemaker	Stoneham "
Callic Jordan	17	NewsBoy	Boston "
Charles Johnson	30	Ship-carpenter	Charleston ..
Richards Jacobs	23	Painter	Dorchester "
Richard Jennis	21	Shoemaker	Natic "
J. H. Pittridge	38	Shoemaker	Stoneham ..
E. Quincy	25	Painter	Boston "
W. W. Rawlton	34	Shoemaker	Natic "
Edward Repp	22	Machinist	Boston ..
Peter Rillenstrah	45	P. Forte Ma.	Boston ..
W. M. Wright	-	Stone cutter	-
Wm. B. Lawrence	37	Blacksmith	Galis Me.
Geo. L. Lovejoy	36	Carpenter	Lowell "
H. Leiperleith	54	Brassfounder	Boston ..

J. C. Little 27 Farmer Williamstown Vt.
L. W. Leach 21 Carpenter W. Bridgewater Mass.
Chs. Libby 2^o Provision dealer Dorchester "
Eben Lowe 44 Shipmaster Rockport "
Wm. Loder 28 Laborer Boston "
Thos. H. Lyon 32 Carpenter Stancham "

M

Dan. Mason 24 Papermaker Wilton "
Geo. Mushaway 26 Undertaker Boston "
P. L. Mushaway 28 do. do. "
G. W. Mori 18 Machinist Lowell "
J. G. Moore 20 Cab Driver Lowell "
Lyman Maligard 24 Shoemaker Native "
J. Mark 24 Machinist Boston "
At. T. Nelson 37 Patternmaker Lowell "
H. Meader 20 Shoemaker Williford Vt. & H.
At. Mead 21 Machinist Lowell Mas.
B. L. Mason 22 Teamster Hartford Me.
Joseph Marklin 26 Boatmaker Boston Ms.
Thos. Mahaney 22 Machinist Boston "
J. Mc. Ellerby 40 Baker Woburn "
B. Mc. Garrison 24 Laborer do. "
Wm. Mc. Mannas 17 Farmer Hamden Vt.
John Mc. Guire 25 Machinist Boston Mass.
J. R. Mc. Intosh 21 Carpenter E. Thomaston Conn.
J. H. Mc. Ottard 21 Statist Boston Ms.
C. Noland 21 Carpenter Dorchester "
W. D. Nicholson 25 Blacksmith do. "
John Norton 25 Shoemaker Stancham "
Thos. Norton 22 do. do. "

Purchaser
4/1/1902

Aigonaut

Thos. O'Neill	25	Machinist	Boston	Ms.
Rich. O'Neill	23	do.	do.	"
Jah. Packard	20	Cabinet maker	Rochester	"
O. R. Pratt	41	Moulder	Lowell	"
G. Phillips	28	Mason	"	"
Hiram Pierce	22	Shoemaker	Stoneham	"
Geo. L. Pierce	32	Machinist	Lowell	"
W. W. Pierce	21	Carpenter	Bilingsley	lt.
W. W. Preston	25	Clerk	Boston	"
W. W. Parrott	20	Machinist	do.	"
B. B. Pooley	55	Laborer	Calis	Me.
W. W. Pike	32	Machinist	Lowell	Ms.
B. B. Parrott	32	Mariner	Boston	"
W. S. Prescott	19	Machinist	Lowell	"
C. C. Perry	23	Shoemaker	Natic	"
Wm. Philbrook	24	Mariner	Liberty	Mr.
P. Parkins	27	Steamster	Boston	Ms.
F. W. Packard	25	Shoemaker	W. Bridgewater	"
E. H. Richardson	27	R Painter	Manchester	W.H.
Geo. Richardson	-	-	Machinist	Rochester
C. Richardson	16	-	do.	"
Caleb Richardson	27	Farmer	Stanfield	Ms.
Cyrus Richards	37	Millwright	Lowell	"
Levi and Richards	25	Mason	do.	"
He. V. Richards	20	Carpenter	"	"
J. Sewell Read	17	Painter	Wilton	"
S				
Le. F. Shaw	27	Carpenter	Cam. Port	"
J. Shaw	25	do.	do.	"
J. C. Shaw	22	Clerk	Boston	"

A. D. Shaw 21 Mason Boston ms.
E. F. James 21 Clerk Charlestown ..
Eli Stone - Peddler Charlestown ..
W. S. Stone 22 Machinist Boston ..
G. P. Shriman 24 Farmer Fall River ..
C. H. Shriman 24 P. Fortemaker Boston ..
Geo. F. Shriman 27 Roxbury ..
James James 27 Laborer Dorchester ..
C. Shattuck 25 Agent Boston ..
C. Stewart 23 Cabinetmaker Roxbury ..
H. J. Sawyer 22 Machinist Raymond Me.
Charles Scribner 24 Machinist Lowell Mas.
D. S. Stacking 21 Farmer Boston ..
J. S. Sullivan 21 Stone Mason Boston ..
Robert Smith 21 Grocer do. ..
Enas Sargent 42 Blacksmith Warner vt.
A. T. Slaper 22 Shoemaker Wilmington ms.
W. A. Sumner & Co. Carrier Wilton Ms.
L. B. Thompson 27 Druggist Boston ..
E. W. Thompson 21 Painter do. ..
H. T. Thistle 20 Carpenter Lowell ..
Ferry Fay 20 Shoemaker Stanhope ..
Wm. Torrey 22 Stonemason Rockport ..
Warren Tarr 21 Carpenter do. ..
F. H. Tallman & Co' do. Boston ..
F. H. Tracy 22 Soapmaker Dorchester ..
Battis V
Otis Varney 21 Shoemaker Hampton Me.
W
Vigentus Woodbury 21 Shoemaker Hamilton Ms.
J. J. Woodbury Weaver Rockport ..

Richards:
4/1/1772

Argonaut

M. Woodland 43 Shoemaker Stoneham Ms.
S. E. Woodland 24 Farmer do. "
W. Woody 29 Lumberer Winslow Me.
John Wendell 29 Farmer Framingham Ms.
H. Wendell 19 do. do. do.
L. H. Winsor 25 Machinist Dustinburg "
W. Winsor 21 Mariner do. "
L. F. Wilson 21 Boatmaker Easton "
S. Wilson 35 Carpenter Larrell "
J. Wilkinson 18 Mariner Beverly "
Evans Williams - Sailor Bedford "
C. W. Williams 23 Painter Easton "
J. F. Whittier 18 Peddler Cabot Vt.
A. F. Whittier 42 Carpenter Quincy Ms.
F. B. Whitman 22 Clerk W. Cambridge "
G. Wells 19 Lumberer Calis Me.
Daniel Wilder 24 Farmer Dorchester Ms.
Thos. H. Willey 19 Cabinet maker do. "
V. Whicomb - Carpenter Larrell "
J. W. Weston 27 Artist Boston "
S. T. Walsh 34 Piano Ft. maker do. "
Frank Way 22 Peddler Charlestown..
~~J. Worgaard~~
John Worpnerberg 26 Miller Dorchester Ms.

Officers

Capt. Mr. Watt	Kinderhook N.Y.
1st. J. F. Rannidy	Beverly Mass.
2d. Hill	Larrell "
Commissary J. Moore	Boston "
Physician do.	Cushing Shaker

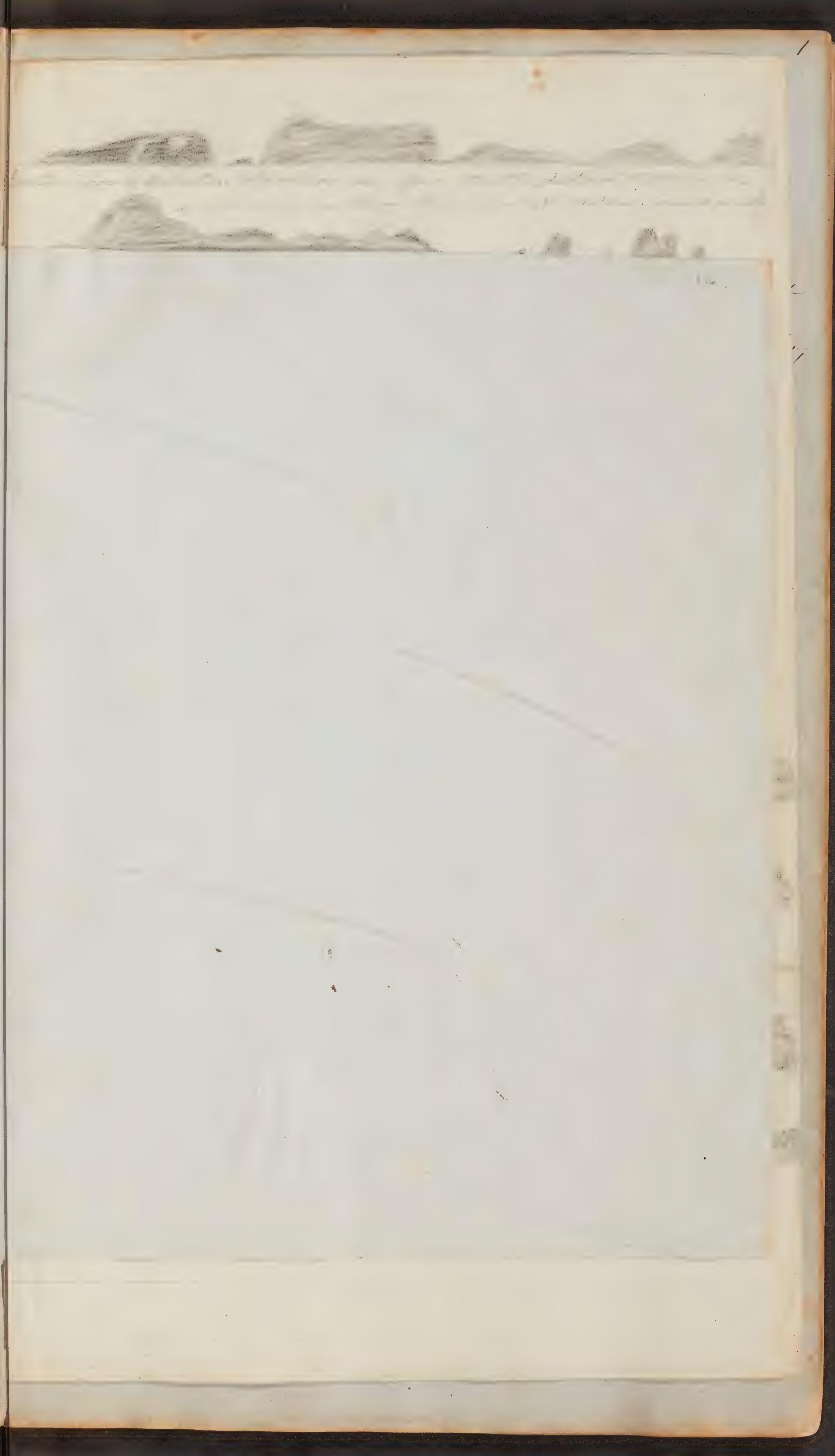
Crew

W.W. Hale Rockport Ms.
Nathan Morrill Mancham "
Miles Blanchard Lynn "
Daniel Gerry Mancham "
Mr. Davis — Chelsea "
H. Parrylass Lynn "
James Middleton —
Henry Hendleton —
James James —
George Valentine Boston "
— Sullivan — do.
Geo. F. Wood
Edward F. Devans — "
James Davie — "
Sam'l. L. Warner —
Edward Davidson —
John Tay Wooburn "
Proctor P. Nichols (carpenter) Bath Me.
Willson Freeman (steward) Nantucket Ms.
Nathan T. Tasco (do.) Boston "
Willson (cook) do. "
Thompson (do.) "

N.B. Probably this list of passengers is
very incorrect, especially as regards age
and occupation

Written:
4/1/1862

Argonaut

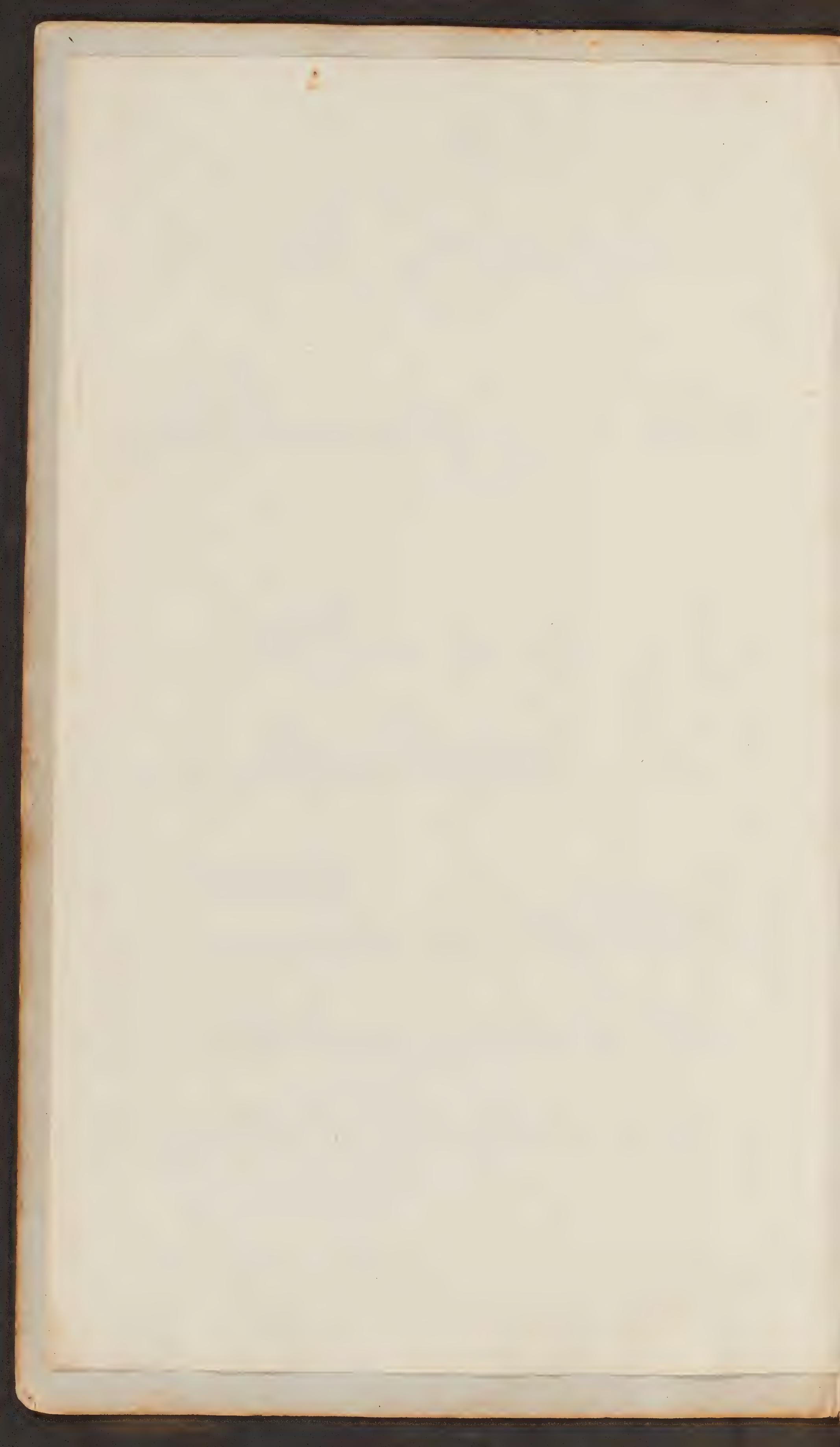


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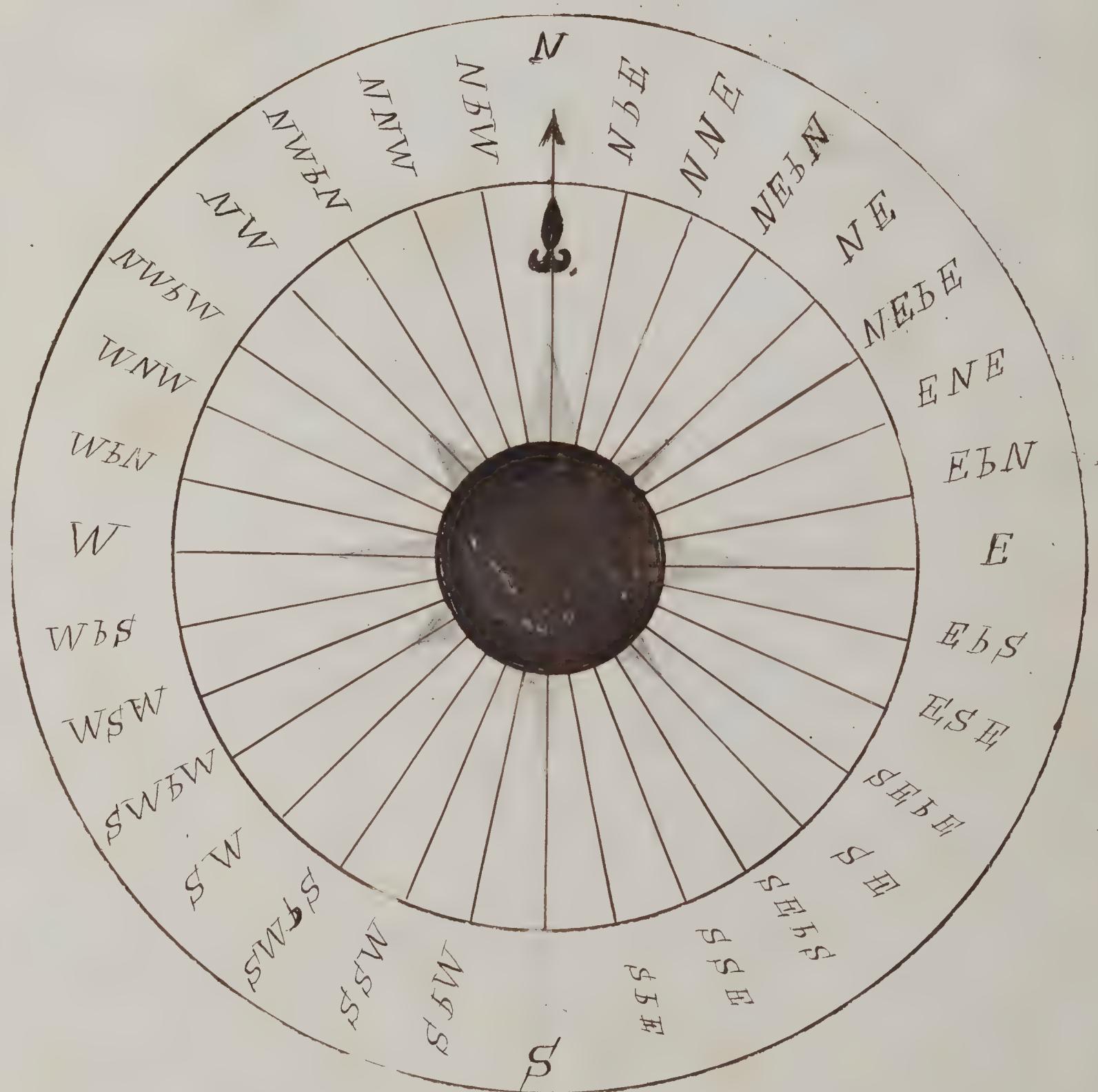
4/1/1962

Aragonaut





Journal, or rather Diary of a voyage
from Boston towards San Francisco,
in the Steamer *Argonaut*, skipper master,
kept by a Woodbury passenger.



Boston, Oct. 30th, 1849.

Left Commercial Wharf this day about 11 o'clock with 246 souls on board. This includes officers & sailors. Wind westerly & a fine light breeze. Were towed out by the steamer "Jacob Bell". Had a fine run down the harbor. Steamer left us about half past one P.M. Had no dinner today & 3 or 4 instead of 10 or 12 were only seen in a mess at supper. A few passengers were sea-sick during the P.M. & quite a number in the evening & night. Passed Cape Cod Highland Light in the evening. Saw many vessels during the P.M. Lights were kept burning between decks all night. Had a fine westerly breeze through the night. Ship run under easy sail & set some studding sails at night.

Oct. 31st.

A.M. Weather clear & a fair breeze. Royals were set during the night & more studding sails this morning. A large number are sea-sick & even the Capit. has very strong symptoms of said disease. Our between decks looks as though a schoolroom had not been here for half a century - some are in their berths, some setting on their chests, with a bucket by their side, some are on deck leaning over the rails as though they were very sorry they have left their friends & meditate most melancholy - I think a little opiate would be no relief, else I would give them some as I have it on board. While I am now writing a fiddle, mandolin, triangle & something else are playing marches, dances &c. about 8 feet from my left hand & within 6 feet of my right is a man with a bucket by his side. Truly we have variety.

I have just taken a walk aft & I noticed the companies playing cards, one man reading the Bible, one writing, one making a noise on an accordion, a number laid out on their chests, (not dead) & only reading & others talking. Perhaps a description of my position may not be uninteresting at some future time.

I am seated on one corner of a mess-chest, (which also has a trunk on it,) on the larboard side of the ship opposite the forward berth but one, which by the way is nine, & 6 or 7 ft. from said berth & where the light of the forward companion way comes down upon me so that I can see to write, when there is no one in the companion way or on the stairs; when there is I stop. My desk is a trunk with a box on it. The larboard gangway leading to the forward companion way where I now sit, is 14 $\frac{1}{2}$ inches wide, by my rule; but 2 ft. onward towards the companion way there is a post that supports a beam, where it is but 16 in. so of course when a passenger passes this gangway I get up & give him the whole room.

Nov. 1st. Cloudy & less wind. Quite chilly. At night rainy. Took in studding-sails; wind hauled S.E. & prestened. This is course is S. E. or S. E. by S. Were in the edge of the gulf stream at 4 o'clock.

Nov. 1st. Glad a good breeze through the night with rain. Ship run about 10 knots; leabs considerable tempos were going most of the night. Cleared off about 4 o'clock. Saw a rainbow. Are in the gulf stream where the water is warm. Capt. remains sea-sick & many of the passengers Royals hauled. Rather rough. Saw a ship on our starboard bow at 4 o'clock, standing northwesterly - coming again.

Nov. 2d. Cloudy & rainy. At 2 o'clock had a squall from the northwest. Took in sail & put her under-doubt reefed fore, main & mizzen topsails fore-sail & jib. Wind heavy. The Capt. was out of his state-room a little while during the squall. Some little birds flew on board and were caught today. Evening squally, raining & very uncomfortable. Ship going about 12 knots. Folks between decks fiddling, dancing, talking, revelling, singing &c.

Nov. 2d. Glad plenty of fair wind all night. Made same sail as last night. Have passed the gulf stream but have very squally weather. Saw a sloop this morning & another in the afternoon. At 10 o'clock passed a ship or brig on our larboard broad at a great distance.

P.M. At 2 o'clock set fore & main top-gallant sails.

Wind not quite so heavy & weather pleasant. During P.M. set royals & some studding-sails. Weather mild. Wind northwesterly. Sea sick folks getting rather better. Had beans for dinner, it being the first time we have had a change since out. Uncle's grubbing now exists as to fare accommodations &c. Ship does not leak quite so much as she did.

Nov. 3d. Fine morning & fair wind, but a light breeze. Set more studding-sails this morning. Sea smoother & sea-sick folks getting better. Folks can yet about the ship with holding on.

P.M. Had "duff" for dinner for the first time & it relished first rate. The Capt was out of his state room & between decks. Some talk took place as to "grub" &c. Saw a couple of ships ahead.

Nov. 4th; Sunday. A fine warm morning & very light breeze. The ship's Co. is comparatively still & many of them are reading. I presume we have no chaplain onboard but I believe we have a sea-sick doctor.

P.M. We met together between decks & chose a committee of 3 to make arrangements for future Sabbath services. A secretary was also chosen who may prepare an article for the press. It was also voted that one from each mess be selected as a general committee to confer with the special for the benefit of all. After this business was transacted we had the following service, viz:

1st, singing Old Hundred; 2d, Prayer; 3d, reading of scripture, (20th chapter of Exodus); 4th, reading Episcopcal Prayers; 5th, reading of scripture, (Matthew 5th, chapter, St. Luke 12th, chapter); 6th, remarks on forms of worship &c.; 7th, singing Baylston; 8th closed with Lord's Prayer. The desire of the meeting seemed to be to avoid all doctrinal points, & make the meetings in future of general interest. It was very well conducted.

Mr. Richards burnt his hand.

Nov. 5th. 7th day out. Pleasant weather. Wind fair. Ship's course south east. Flashing day onboard. See some grampus along side, but the Capt. would not let away of the passengers fire at them.

Most of the sea-side passengers have got nicely.

Perb. it's not so well the wind hauled N.E. & blew a fresh breeze. Took in all the studen-sails & hauled all the royals. - - - - -

It good deal of grumblng exists onboard, between decks, as to the ship's accommodations; & perhaps a word of explanation on this point may not be out of place.

When the ship was advertised in Boston to sail for San Francisco, a plan of the ship's between decks was exhibited at Dow & Coe's office, the agents of the ship, 130 State St. On this plan between decks extended from the stern post to the stem, all of which the passengers were to occupy. Berths extended the whole length on both sides & no middle berths were on said plan.

After nearly all the berths were taken up & notion said berths were put up in the ship, a bulkhead was put across the fore part of the ship at the forward companionway, parting off a place for the sailors. Then a pair of stairs were put up on the larboard side of said companionway, leading to the sailors apartment, & a partition being up these stairs, projecting 6 feet into the passenger's apartment, which excluded most of the light from the larboard side of the ship. Against this partition on the larboard side were 2 single berths put up, & on the other side of said partition & back of the stairs leading to the passenger's apartment, 2 double berths were put up across ship.

Then about 5 feet from the foot of the stairs towards the stern, 4 tier of double berths were put up, extending aft 3 lengths, making in midships 24 berths, & 6 by the stairs, making in all 30 berths midships, where there were none on the plan. Now it is evident that there are 30 berths more than there should be, in the same room, & over 20 ft. lgs table, making a very material difference in the accommodation of the passengers in every respect; principally for the want of room to stow baggage, the want of table & light.

Nov. 6th, Tuesday: 8th day out. The ship is janned hard on the wind this morning & we have a good breeze.

P.M. Crew are tightening the shrouds &c. At night a strong breeze.

Nov. 7th. 9th day out. The wind continues & the ship runs off well. Weather fair but little cool. Saw some flying fish. A flying fish resembles a smelt.

P.M. Steady strong wind from the N.E. At night took in topgallant-sails. Flying clouds & looks rather squally. Several hats were lost overboard today. A number are a little seasick.

Nov. 8th. 10th day out. Strong wind & clear weather. Set main-topgallant-sail. At noon flying clouds & sprinkling rain.

P.M. More hats lost overboard. See more or less flying fish every day.

Nov. 9th. 11th day out. Had a strong wind last night & it was rather uncomfortable lying in the starboard front berth. A few flying clouds are seen with sprinkling rain. Wind about E.N.E. Ship heads up about E.S.E. - - - - - without all the messes above a man from each to talk with the Capt. about "grub" &c. These men chosen from the several messes, chose two from ~~their~~ own number to go & wait on the Capt. I am not aware that his promises were enlarged any, except in regard to flour. We have had 14 lbs. a week; we are now promised 3 or 3½ lbs. Rice we have had none yet, but had the promise of it before, & now have that promise renewed.

P.M. The Capt. was between decks & many were talking with him: I don't know what was said; I believe, however, that something was said about landing the passengers, baggage &c in San Francisco, which I think was quite out of place. Probably what led to this premature conversation is, the manner on board that we have got to get ashore as best we may...

Nov. 10th. 12th day out. Wind as yesterday, but less.

* Saw a ship to windward steering N.W. Set signals. Ship ^{leaps} 8 or 1000 strokes in 24 hours.

P.M. Wind headed little farther E. & became a fine breeze. In the evening took in royals; rather squally.

The committee met in the P.M. to make arrangements for having soft bread & tins a week. We have a baker on board who is to

7

raise the bread for the voyage for 25c a piece,
& the cook is to have 12 $\frac{1}{2}$ for taking it. I believe
we have about 19 $\frac{1}{2}$ between decks & they are all for
soft bread but 30 odd.

Nov. 11th. 13th day out. Good weather with flying clouds.
Saw a ship ahead of us this morning, directly on
our course, but she kept away more or our ship
hauled more on the wind.

P.M. Saw 2 or 3 sail at a distance. Too much wind
for royals & flying jib. Ship probably runs gennet,
close hauled on the wind. - - - -
Public service was held between decks at 10 $\frac{1}{2}$ o'clock,
at 11. Mr. T. Melvin, of Lowell, is director of our
Public meetings. The order of exercises was as
follows, viz: 1st prayer by professor Jackman; 2d,
singing 700 hymn, in "Church Psalmody"; tune,
Baylston; 3d reading of scripture, 20th Chap. of
Eccles., by professor Jackman; 4th, reading of
~~Episcopcal~~ morning prayers by Jackman; 5th
singing 667 hymn; tune, Pickle Street; 6th,
reading of scriptures; 12th Chap. Mat., 17th Chap.
Luke, by Brown; 7th remarks by ; 8th, sing-
ing 619 hymn; tune, Baylston; 9th, concluding
prayer by . I do not think this Sabbath
was as well observed as last. I am sorry to
enter on this book the lamentable fact, that
we have a number of the most profane per-
sons onboard that it has ever fell my lot to
be in company with; but I think our im-
partial register, which I intended to keep,
demands it.

Nov. 12, Monday; 14th day out. Lat. 21° 48' N. Long. 43° 5' W.
(at noon). Rather moderate; wind W.E. Royals &
flying jib are set. There seems to be many flying
clouds in this Lat. & it is very common to have
a few drops, or a light sprinkling of rain from
them. We also see many rainbows & often "heat
lightning" in the evening. Passed a bark, at
8 o'clock, standing westerly. We have spoke with
no vessel yet & I think the Capt. does not intend
to if he can avoid it.

P.M. Saw 2 or 3 ships, 1 or 2 brigs & 1 sloop brig or topsail
schooner, all standing westerly or northwesterly
comfortably cool. The first soft bread was had
between decks.

Nov. 13th. 15th day out-Tuesday. Moderate & warm. Studen
sails set. Wind N.E. H. Ship heads E. S. at 10 $\frac{1}{2}$ ell.

a ship ahead of us steering Southwesterly. Capt. was between decks & examined our tickets.

Our m/s had soft bread for the first time. P.M. Moderate. We settled up our company account this P.M.

Nov. 14th, Wednesday. 16th day out. Moderate; wind N.W.; course S.E. Some evil disposed person cut & mutilated the after cabin door last night.

P.M. nearly calm. Passengers had some sport trying to catch a dolphin. The Capt. took all the powder between decks & put it below in the ship's magazine.

Nov. 15th, Thursday. 17th day out. Very moderate. Wind N.E. Course about S.S.E. Two distant vessels are in sight, one from each bow.

P.M. Capt. posted a notice up between decks, threatening to put us on an allowance of 3 qts. of water per day, if the passengers do not use less. At 3 o'clock passed a small brig bound towards Boston. might have spoken her with comparatively no inconvenience, but as I have before said, it is pretty well established in the minds of us all that the Capt. does not mean to speak with any vessel if he can avoid it. Cleaned out between decks.

Nov. 16th, Friday. 18th day out. Fine breeze through the night. Wind E. Ship headed by E. much cooler than yesterday. Studensails in.

P.M. Wind continues. Saw one of "Mother-Camp's Chickens" at sundown.

Nov. 17th, Saturday. 19th day out. A flying fish flew on board last night. Good wind this morning. Course S.S.E. Wind E by N.

P.M. Paid in the "bread money."

Nov. 18th, Sunday. 20th day out. Fresh breeze. Course & wind as yesterday. Hot service between decks. Saw a sloop brig on our starboard bow.

P.M. At night took in royals. Strong breeze. Took the first water from below today.

Nov. 19th, Monday. 21st day out. Fresh breeze.

P.M. At 2 o'clock, packed ship & set up some back stays. At 3 o'clock lashed again & stood on our course. Sat. at noon, $10^{\circ} 10'$ Lon. $32^{\circ} 27'$.

Nov. 20th, Tuesday. 22d day out. Planning warm & very little rain. Saw a brig a few miles to leeward. At 8 o'clock, very warm & calm. One of the passengers caught a young shark about 2 ft. long & had it cooked. At 12 o'clock. Lat. $8^{\circ} 4' N.$, Lon. $31^{\circ} 37' W.$ This is

much the hottest day we have had.

P.M. Took the forward midship berth out between decks & put up hammocks. Considerable feeling exists as to allowing free water. At dusk the brig above referred to rose up the Americana flag & many of the passengers on board the Tryonant gave it three cheers, which displeased the Captl. He tried to silence them, but could not till they had given three cheers. He told them it was an insult! to the brig, if they ever done so again he would bear away from the vessel; but if he should happen to be in the same position again, it would be very difficult for him to do so; for the brig was to leeward & nearly near enough to hail us, which we suppose she wanted to do, but the Tryonant would not bear away early & now of course under those circumstances Capt. Stott could easily escape by tacking ship, as she was already close-hauled & had been all day. The Tryonant showed her colors as a matter of necessity, I think, rather than choice. About 8 o'clock the brig had worked to windward so as to hail us, though very indistinctly. She was a Baltimore clippers built brig, I believe bound to Rio de Janeiro, & had been out 25 days; we think her name was the "Carolina" or some such sounding name. Capt. Stott gave him the ships name, Lat. 46. The water cask on deck was empty in the fore part of the evening & about 100' off, some of the passengers were very dry & sought for water. They hollered "water" on deck, many times, & quite a number between decks also hollered. The chief mate went on deck & tried to still them; the Capt. did not show his head. They finally found some water that had been served out to the cooks for breakfast, & they drew out several buckets with a vinegar cruise so small that it would pass through the bung hole. One of the after cabin passengers was quite thirsty & drank some rain water which he caught in the morning. I think Capt. Stott has pursued a very injudicious course ever since we have been out. His living in all parts of the ship is far from what the passengers had a right to expect. A passenger in the forward cabin the other day complained to the Capt. that their living was not good; the Capt. told him that "it was as good as the law allowed him". About two days ago the passengers in the after cabin not finding willing to remain in their

present "luxurious situation," found fault in hearing of the steward with their "grub". The steward reported them to the Capt. who took them to due for it; but I believe all the passengers but one opposed him; that one said nothing. One of the passengers did the Capt. & skipper outright & in such a manner that I guess he thinks by this time that every body is not afraid of him. In connection with this I would also relate another circumstance which took place in the after cabin a few days since. One of the after cabin passengers invited one of the forward cabin passengers in to see him & have a little chat. The Capt. came in & told him "he must go out". The invited guest told him that he was invited in & the gentleman who invited him told the Capt. the same; but the Capt. told him "he had no business there & he must go out".

Nov 21st, 23d day out. Wednesday. I had a fine bath early this morning. Weather moderate & warm. Bows S. wind about E. The brig that spoke us last evening is a long distance to windward.

The commissary & his suit were ordered early to allowance each mess their water, viz: 3 qts. a day to a man including water for cooking. We individually of course had nothing to put it in for I should as soon thought of bringing a cooking stove or a steel anchor as a water barrel or cug for no one dreamed of being put on an allowance of water the 23d day out without having experienced any thing but a first rate sun & plenty of water aboard.

The Capt. said a few days after we were out that he had water enough to last 200 days allowing a gallon to a man & "that he should not stop in but one port, if he stayed at all."

The general impression among the passengers now is that he does not intend to stop at all at any port if can avoid it.

The commissary put some beef barrels between decks & began to put in the water - enough for 4 or 5 men in an old beef barrel that would not "out load"; but very lightly partly filled with salt beef; - they began to put in water & the passengers began to put out some useful oats? the company did not all look as smiling as a May morning & the

water dealers thought 'twas best to get the Capt. down & take some of the curse off of them & poor fellows! they were only discharging their duty. So the Capt. went down & he was pretty tart at first & talked great things. But I believe, however, before he went down one or more of the beef barrels went on deck & he & the passengers had some hard talk. I was on deck but I understood that he told them "that they should not have over three qts. of water a day & the ship should not go in to but one port, on her passage, at any rate, unless they trampled over his dead body!" One fellow stepped out (I believe a "Vermonter") & said "Capt. Watt, if any man lays his hands on you I'll slap his-".

After considerable talk the Capt. calmed down quite mild, perceiving, perhaps, that ^{he} had a "hard set of customers" & knowing that it was quite out of place to keep water in old beef barrels between decks. The remainder of the barrels soon made their exit & the measured water was carried to the water cask on deck.

Now the fact is the ship's water has been measured out for several days & put into a cask on deck, & it was measured in this way; they filled a common water bucket that would hold 12 pts. full, about half or two thirds full, & marked it down three gallons; & that account was given to the Capt., which represented the ship as using all of one third more water than she ~~was~~ actually was. This wonderful "mistake", if such it were, was not discovered till the water was measured out in a gallon measure which process gives us more water than we shall probably use. The Capt. visited between decks again after the discovery that we had not had our reported quantity, the object of which visit, I think, was an apology for the first.

P.M. Put up a table between decks, where the midship berths came out, & I sat at table & ate supper, it being the first time that I have eaten a regular meal, at the table, since I have been onboard the ship. It is much pleasanter here than it was before. Before those berths were taken out, over forty ate at one table, less than 8 ft. long! — Some grumous were along side.

Date 1846	Wind	Dist. protog.	Wind Dist.	Latitude	Longitude
		in Miles	in Miles		
Oct. 30th	N easterly				
" 31 "	W NW	173	173	40°, 20' N.	68°, 11' W.
Nov. 1 "	W W	215	388	37, 50 "	65, 03 "
" 2 "	W W	200	588	36, 52 "	62, 02 "
" 3 "	W W	145	733	35, 27 "	59, 57 "
" 4 "	W W - N E	47	782	35, 00 "	58, 47 "
" 5 "	W W	58	840	33, 54 "	58, 30 "
" 6 "	W W - N E	153	993	32, 31 "	56, 05 "
" 7 "	E N E	179	1172	30, 41 "	53, 20 "
" 8 "	E N E	176	1348	28, 30 "	51, 17 "
" 9 "	E N N	135	1483	26, 18 "	50, 40 "
" 10 "	E	146	1627	23, 26 "	49, 01 "
" 11 "	E N E	164	1793	22, 23 "	46, 04 "
" 12 "	W S E N E	164	1957	21, 35 "	43, 16 "
" 13 "	W W	85	2043	21, 27 "	41, 40 "
" 14 "	W. W N W.	157	2200	21, 14 "	39, 03 "
" 15 "	W W - N E	60	2260	20, 31 "	38, 16 "
" 16 "	E	166	2426	17, 55 "	37, 30 "
" 17 "	E	204	2730	15, 16 "	35, 54 "
" 18 "	E	198	2928	12, 32 "	34, 36 "
" 19 "	E E-yet	196	3124	10, 10 "	32, 37 "
" 20 "	E E-yet	139	3263	8, 04 "	31, 27 "
" 21 "	E	65	3328	6, 57 "	31, 32 "
" 22 "	E	60	3388	6, 27 "	30, 37 "
" 23 "	S E	144	3532	4, 06 "	30, 05 "
" 24 "	S E	130	3662	1, 58 "	30, 28 "
" 25 "	S E	155	3817	0, 14 S.	32, 02 "
" 26 "	S E	165	3982	2, 49 "	32, 57 "
" 27 "	S E	39	4021	3, 19 "	32, 52 "
" 28 "	S E	35	4056	3, 52 "	32, 58 "
" 29 "	S E	161	4217	6, 25 "	33, 28 "
" 30 "	E S E	172	4389	8, 48 "	34, 02 "
Dec. 1 "	E E-yet	210	4597	12, 13 "	34, 05 "
" 2 "	E	143	4752	14, 34 "	34, 14 "
" 3 "	E	87	4829	15, 57 "	34, 40 "
" 4 "	Round Com.	82	4911	17, 15 "	34, 56 "
" 5 "	W E to S E	109	5020	19, 04 "	35, 07 "
" 6 "	E S E. E.	165	5185	21, 36 "	36, 14 "
" 7 "	E N E	156	5341	23, 30 "	37, 59 "
" 8 "	W N E vars.	122	5463	25, 32 "	38, 00 "
" 9 "	S S W. W S S W	126	5589	26, 27 "	36, 52 "
" 10 "	W S W Variable	93	5682	27, 47 "	37, 22 "
" 11 "	Round. Com.	57	5739	28, 38 "	36, 47 "
" 12 "	W Variable	122	5861	30, 32 "	37, 17 "
" 13 "	W Variable	135	5996	30, 00 "	37, 14 "
" 14 "	W to N W	100	6096	32, 50 "	38, 39 "

Date 1849,	Winds.	Dist. per Whole Dist. log in miles in miles.	Latitude.	Longitude.
Dec.				
" 15	NW	178	34° 22' S.	41° 40' W.
" 16	NW to S	122	34, 47"	44, 00 "
" 17	S.E. NW	114	35, 42"	46, 01 "
" 18	N.W. W.S. SW	119	36, 08"	46, 46 "
" 19	S. SW. W	84	35, 48"	48, 12 "
" 20	W.	80	37, 18"	48, 56 "
" 21	W.S.E. NW	120	38, 12"	51, 06 "
" 22	N.W. W.N.W.	130	40, 12"	51, 37 "
" 23	W.N.W.	70	41, 31"	54, 00 "
" 24	W.N. W.S.W.	90	41, 11 "	52, 40 "
" 25	N.W. S.E. S	190	41, 52 "	58, 17 "
" 26	N. S.W. S.E.	82	43, 00 "	59, 20 "
" 27	S.E. N.W. SW	102	44, 25 "	60, 08 "
" 28	S.W. W.S.W.	105	46, 03 "	59, 36 "
" 29	W.S.W. S.W.	110	47, 44 "	60, 13 "
" 30			49, 38 "	61, 28 "
" 31			49, 12 "	61, 26 "
850. Jan. 1			49, 31 "	61, 38 "
" 2			49, 50 "	62, 44 "
" 3			50, 07 "	65, 13 "
" 4			51, 28 "	65, 52 "
" 5			52, 48 "	66, 08 "
" 6			C. St. Diego S. 10m.	
" 7			55°, 28 S.	65, 20 "
" 8			56, 08 "	65, 13 "
" 9			55, 38 "	66, 10 "
" 10			Pasellat H. 16.15 m. dist.	
" 11			56°, 17 "	71, 37 "
" 12			55, 51 "	74, 47 "
" 13			55, 19 "	79, 50 "
" 14			54, 40 "	80, 07 "
" 15			52, 34 "	80, 32 "
" 16			52, 40 "	84, 08 "
" 17			50, 55 "	80, 26 "
" 18			49, 30 "	79, 12 "
" 19			47, 37 "	78, 15 "
" 20			46, 50 "	78, 55 "
" 21			44, 36 "	78, 36 "
" 22			42, 41 "	78, 25 "
" 23			41, 33 "	76, 28 "
" 24			39, 18 "	75, 54 "
" 25			37, 07 "	75, 31 "
" 26			35, 00 "	73, 12 "
" 27			Went into Val.	

Nov. 24th, 25th, day out. Thursday. More breeze this morning. Had plenty of water yesterday. Ship heads about S by E - wind about E. At 16.00 20th. showery & squally. Augustus caught a bucket of rain-water & he & I went to washing: he had washed before, but I had not. We both washed in one bucket & that we borrowed. We were dressed in oil clothes & "southwesters"; had our bucket under the lee rail against some spare spars, he sat on the spars & I on a piece of plank on deck; the pail set on the deck also. Mr. Augustus laughed at me, (an impudent fellow) & I threatened to throw him overboard; but finally I thought I wouldn't. We had a piece of soap (which belonged to him) & laid it on one of the spars where it slipped off under them & washed away to the other end of the ship or somewhere else where I could not find it: then Augustus took one to clean for losing the soap. Well; I thought I didn't like washing pretty well, especially in cold water, amid rain squalls, with the ship nearly on her beam ends, & two at one small bucket; & clothes that unquestionably needed washing.

I began on the wristbands of a (one white) shirt, (I suppose the ladies will know, of course whether this is the systematic part of beginning) & I soaped them & rubbed them, & rubbed them & soaped them till I was tired; & even then it did not look like one just out of the zipper drawer.

The next point of attack was the neck & bosom the last of which had a monstrous great scatter of ink on it. I adapted the same method with those as with the wristbands & thought the more I washed the ink the brighter it looked. After exhausting most of my patience on the parts above named, I engaged the whole body at large; & here I pursued a different mode of operations. I soaped it in spots, doused it into the water & out, then gave it a tremendous jarring with my hands & repeated it till it drew as hard on my skin as the other parts on my patience.

After we were through washing (we had no "clearing up" to do) we put our clothes in wash tubs where they now remain.

I have seen some wash their clothes by tying a rope to stanchion & throwing them over the ship's bows; the drowning them through the water and the washing. I have seen others put their clothes into a barrel & then get in themselves & tread & stamp on them as though they would jump them down to the bottom left full; others have regular washboards which they seem to use to good advantage; but I thought of home on washing day -

Cooking & that together,

that in the future I can say
Deliver me from either.

About 5 o'clock took in flying jib; about 6 o'clock handled royals; a stiff breeze of wind & rain. Ship heads E. S. E. wind N. E. by W. Caught some water from the poop for ship's use.

Augustus & I ate the last of our apples; many of them decayed.

Nov. 23d, Friday. 25th day out. Morning some clouds with little rain. At M. Pleasant with a moderate breeze from the E. Ship heads E. —

I rung out the clothes that we washed yesterday & Augustus called me to an account again for not ringing the clothes dryer; but I told him that what I did not ring out would dry out & I should think any body might know that; but however, perhaps next time I shall do better. Our clothes are now hung out with many others to dry, & our ship is lined with a great variety of colors, which I should think might look rather amusing at a little distance.

At 3 o'clock is to windward which something may be the L. B. & H. of Manchester, but I do not think it can be she.

At Lat. $4^{\circ} 6' N.$ Lon. $30^{\circ} 9' W.$

P.M. Fine weather. Saw quite a flock of frigates.

At 20 minutes past 6, the chief mate came to the topgallant forecastle & called the starboard watch to sheet home the main royal.

They were eating their supper & had been called out once before, which used one of them considerably. When they were called the second time he came out in a violent rage,

smashed his plate, sheath knife &c on to the deck
& swore he would do no more till he had had
his supper. They were called off & the Capt. told
the mate to "knock the first man down with
a handspike that went forward". One of them
asked the Capt. if they were not allowed time to
eat supper? He told them to go forward & get
their supper.

Perhaps I might say here that the crew have
had to work very hard ever since they have
been out. I shall have more to say on this
subject at some future time.

Nov. 24th, Saturday. 26th day out. A gentle breeze
E. by S.. Ship heads S. by W. The brig is in
sight that we spoke some days ago.
I have rather a better place to write in
than I had before the table extended the
whole length, but I am under the ne-
cessity of stopping perhaps 25^{times} in half an hour,
for the want of light; every one that goes
up or down the forward companion way
obstructs it.

P.M. a fine day. Lat. $1^{\circ} 58' N.$ Ship heads
S. S. W., Wind S. E. by E.

Nov. 25th, 27th day out. Sunday. Wind S. E. ship
heads ~~heads~~ S. S. W. at Good breeze.

Religious services as usual. 10 o'clock, han-
ded rayals. M. Lat. $0^{\circ} 10' S.$ Lon. $31^{\circ} 56' W.$
Crossed the line about 10 $\frac{1}{2}$ o'clock.

P.M. a rain squall at 3 $\frac{1}{2}$ o'clock. A strong breeze
all day.

I will now give our present "bill of fare"
commencing Sunday Nov. 18th.

For Dinner, "Salt pork" (Beef & Pork,) & Hard Bread
" & "Duff" (Flour Pudding with raisins
in it). For Supper, what was left
of Dinner & stuff called Tea. For Brak-
fast Tuesday, what was left of Supper
Sunday. For Dinner Monday, Salt pork
& Boiled Rice. For Supper what was left
of Dinner with Tea. For Brakfast Tuesday
what was left with stuff they call "coffee".
For Dinner Stewed Beans. (We always
have what was left for Supper & Brak-
fast & so it will be useless to name it.)
Wednesday, "Salt pork" & "Duff". Thursday,
"Salt pork" & Boiled Rice. Friday, Stewed

Beans. Saturday, "Salt pork & Duff." We always have plenty of Hard Bread with every meal. The foregoing is what we get from the ship; but by some work & extra expense, we get some addition; such as "Loob Scous", (Glas), "Soft Tack"; (Common Flour Bread,) &c. We have as much cheese in our stores as we can, for we eat but very little. We also have some pickles, Sugar, Molasses, Pepper & Mustard, but not enough. I shall have more to say on this subject hereafter.

Our potatoes are all gone.

Nov. 26th, Monday. 28th, day out. Had a heavy breeze through the night from the S.E. Ship heads S.S.W. Cloudy & some squalls with very little rain. At 11. Lat. $2^{\circ} 49' S.$ Long. $32^{\circ} 59' W$. The brig that has been in sight of us for several days is now out of sight to windward. P.M. At 5 o'clock. tacked ship ^{so as} to clear Cape St. Roque. At midnight tacked again.

Nov. 27th, Tuesday. 29th day out. Morning ratties cloudy. Ship heads S.W. by S., Wind S.E. by S. At 8 o'clock. tacked ship & stood E. Wind S.S.E. Saw some of "Mother Gary's Chickens". At 6 o'clock. hoisted flying jib. 12 o'clock night, tacked ship ^{so as} S. S.W.

Nov. 28th, Wednesday. 30th day out. Fresh breeze & fine weather. Ship heads S.W. by S. Made the island of Fernando Noronha at 8 o'clock bearing S. There are 2 islands partially connected by a reef, on which the Brazilian convicts are kept - the males on one & the females on the other. There ^{are} some very high ledges or rocks on this island, one of which, when it is first made at sea, very much resembles a church with a tower - it is 5 or 60 ft high. —

I have just had some "Mush", hasty pudding (Indian) for luncheon & I hope my friends on shore will have some puddings tomorrow (Thanksgiving day) that will seal us as well. Mr. Torrey brought the meal & the cook made it. Mr. T. gave Augustus & I a share. I think no mortal ever attempted to write with poorer accommodations than I have. I often nearly use up my patience.

Nov. 27, Thursday. (Thanksgiving in Mass.) Day out.

A fine morning & a beautiful breeze from E.S.E. Ship heads S.E.W. Set all the royals. Had a fine Indian cake & some preserved currents for breakfast & they were first rate.

The ship does not give us a single ^{thing} extra for Thanksgiving! Saw some porpois along side.

P.M. A beautiful day. We had "salt punk" & boiled rice for dinner; we borrowed some molasses, had the cake baked by Mrs. W. H. P. & it was good. I should have mentioned that we had a bowl of excellent punch before dinner, which slipped down very easily. After dining most of us repaired to the deck & regaled ourselves with some rich Spanish segars, which satisfied us for the time being. We all thought of home when dining.

Messrs. &c took dinner on deck & had quite a "set-down". They had great bread, 2 or three kinds of cake, 2 or 3 sorts of preserve, 2 bottles of wine & some other little "fixings". For a table they used a platform or bratchi, which lay flat on the deck & perhaps might be fine. Night - they set on the same.

P.M. Ship heads S.S.E., wind, &c. - For tea we had "Soft Tack", preserved barberries & grape jelly; this ^{was} the best supper we could get up & we made it answer every purpose. The evening was very beautiful: the moon full, the sky clear, the wind blew a fine soft breeze & the sea smooth. Our band of music was on deck in the evening & played & sang some songs, marches, dances &c.; the ship heeled rather too much for dancing. One of the sailors was sent on to the fore yard for neglecting his duty or disobeying orders. We have quite a number ^{of} rascals on-board & I think some of them had drank too much liquor.

Nov. 30th, 32d. day out. Friday. Fine morning & a good breeze from E.S.E. Ship heads S.

P.M. Saw some porpois.

Dec. 1st, Saturday. 33d day out. Had a fine run last night & a good wind from the eastward.

Ship heads S. Set fore & main topgallant staysails. Lat. at 11° 12' S.

P.M. Less wind. Set fore & main topail staysails. Saw a brig standing northward.

Dec. 2d, Sunday. 34th day out. Moderate. Passed a Spanish brig standing northward: exchanged colors & some of the passengers thought she

wanted to speak us, but Capt. Watt did not bear away any.

During religious service, while professor Jackson was making some remarks on the bible, a man by the name of Davidson had the audacity to ask him how he knew the bible was true or what evidence he had of it. Mr. Jackson told him he would discuss that at any suitable time. I believe this Davidson has been somehow connected with a Boston paper called the "Sunday Times". Comment is unnecessary.

P.M. Set fore staysail.

Dec. 3d, Monday. 35th day out. A little shower of rain early in the morning. All the staysails hauled. Weather cloudy & very little wind & that baffling. A brig is not far from us standing for us. The captain has her name in gilded letters on each quarter. The Capt. had the carpenter take them both off this morning & turn them the other side out! No doubt his object in doing this, was to prevent the the brig from reading her name, should ~~she~~ she come near enough. Now it cannot be presumed that passengers can like such conduct, when probably there are not 5 in the ship who would not like to be reported, that our friends might hear from us. The ship is in sight fair to windward. The brig showed her colors but she was so far off that we could not ^{tell} what they were. Capt. Watt did not show his. The wind shifted & the brig passed us at a distance. I have been washing. The washes would not wash because he said "he did not like the looks of the weather".

P.M. Ship heads S.S.E. Cloudy raining. The wind varied hauled East. Ship heads S. by W. It has been a disagreeable day, nearly calm, cloudy & rainy: the wind has been every where or nowhere. Caught a shark 5 ft 11 in. long. Some of it was cooked & carried to the cabin: I hope it tasted better than it smelt. I forgot to mention the some of the passengers cheered the brig in the afternoon when they found we should not speak her.

Dec. 4th. Tuesday. 36th day out. Ship heads S.S.W. Wind S.E. by E. saw 5 or 6 vessels in the morning; most them bore W. & E. of us. Rather moderate.

P.M. Weather cloudy & rainy. Ship heads S. Wind N. We had our spares served out for the voyage,

The steward says, to day; our mess of 10 men has the following, as near as we can judge, viz: 1 bottle of Underwood's ground ginger, (the bottle I think holds $\frac{1}{2}$ lb.) Cloves, 1 Noce, Cinnamon & Galangalat, $\frac{1}{4}$ lb. I should think. I heard one mess enquiring what they should do with their cloves, when one fellow remarked, that "he thought they might put them all into their rotten teeth". I thought myself that he was not half as far from the mark as he might be. Mustard & pepper are not indeed.

Augustus & I washed a couple of sheets; washed! did I say? shocking! the word never was more abused. Our water was nearly brack salt & dirty too, (I don't think we dirtied it much by washing in it) & we washed in a common pail! "O land of rest for thee I sigh"!

4 o'clock saw a bark & a brig from the starboard bow; the bark was steaming N.E. Lat. 41° 17' S. I took a stroll between decks, this evening, to see what was going on; & as near as I could count, there were 15 packs of cards employed! I think they were all playing for amusement or to "kill time"; except one company way off; that was a large company, which, I think was playing dice, for money.

Dec. 5th, Wednesday. 37th day out. Ship heads ^{head} S. W. by E. Wind S. E. by S. Rather moderate. We, a good johnnycake for breakfast. How land-lubbers would think ^{this} no very extra eating, but we did. True we had no butter nor sauce on it, but we had some cheese & it made us a capital meal.— Studious in, in the morning, & set again during the P.M.

Scribbie will prosecute out the lashings of a ham sack last night; so that it broke & let the fellow down. It was a very mean dirty business, endangering limb, at least, & if the fellow, who claim it gets fownd out he will not ^{hear} the last of it while onboard the ship. I forgot to mention that Scribbie slipped down the fore hatch, yesterday, in consequence of its being off, & bruised his knee some.

P.M. Lat 19° 4' S. Long 35° 7' W. Ship heads S by W Wind, E by N. Have had a fine breeze since morning. It fellow in jumping from the top-gallant forecastle to the gallery, slipped &

wrenched his leg; it had been broken at some former time.

6 o'clock; ship heads S.S.W. Wind about N.E. beautiful. The "Majellan Clouds" have been visible for some nights. They are not what I should call ship-clouds, but two bright spots, apparently 6 or 8 ft. large & some 10° distant from each other, in the southwestern part of the heavens; they are stationary: I understand a black cloud is also seen with them, but I have not seen it yet. The wind is growing cooler than it has been, & the nights are more damp. The weather has been so mild that I have not worn any under shirts or drawers, since we were some degrees N. of the equator, & have had a coat on but few times.

Dec. 6th. Thursday. 38th day out. Had an admirable run last night. Studen-sails all set. A gentle gale from the N.E. Ship heads S.W.

Alt. Lat. $31^{\circ}36' S.$; Long. $36^{\circ}14' W.$

W.M. Cloudy: at night looked like rain. Had a fine breeze all day. At 10 o'clock there was an awful bellowing, groaning & other ungentlemanly noises on deck. I know not what it was for, but I presume it was to serve the devil.

Dec. 7th. Friday. 39th day out. Pleasant. A fine breeze from the E. course S.W. Alt. Lat. $23^{\circ}30' S.$

At 4 o'clock passed a ship standing northward, $\frac{3}{4}$ of a mile distant: at night looked fiery; 6 o'clock wind haled W.N.W. & freshened; took in fore studensail. At 11 o'clock the wind shifted to S.W. by S. & blew quite a squall; handed all the light sails. Some sharp lightning in the night. The latter was gotten up & drawn this P.M., consisting of the following articles, viz: 1 gold watch, 1 accordion, 1 pistol & about \$25 in gold coin; there were 16 pieces.

Dec. 8th. Saturday. 40th day out. A heavy wind from the S.S.W. Ship heads S.E. All the light sails & topgallant-sails handed. A sort of dry storm. Saw a ship standing northward.

P.M. A number were seasick, it being a little rough.

Dec. 9th. Sunday. 41st day out. Pleasant & cool. Wind at S.W. & a gentle breeze. All sail set except some studensails. Ship heads from S.E. I put on a flannel shirt this morning. Higans exercises at 10 o'clock.

P.M. More wind & light sails hauled. 110' o'clock. a strong breeze & ship under her three top-sails, fore-sail, main-sail, spanker; fore-topmast stay-sail & jib: rather rough the ship being jarred hard on the wind. Lat. at 11. 26° 37'. Lon. 36° 52'.

Dec. 10th, Monday. 42d day out. Early in the morning a little squally. At 11. Pleasant. Satisfied with sail set. Ship heads S. S.E. At 10 o'clock were ship. Wind S. S.W. Ship heads N.

P.M. Moderate. Ship heads W by E. At 11. 70' o'clock. were ship winds; set royals. A fellow slipped from the gallery into the cooks scuttle barrel which made a general shouting with the passengers. Some "black hagalets" have been following us for several days: they are a black bird, nearly the size, & bear some resemblance to a crow, except their heads are white.

Dec. 11th Tuesday. 43d day out. Early in the morning very moderate & looked like rain. 8 o'clock. the wind hauled W by N & became a fresh breeze. Furled royals. 10 o'clock wind hauled W S W. Ship heads S. Hauled flying jib.

P.M. Ship heads S by E. Wind S W by N. In the evening there was an auction! Cards, dice, soups, razor straps, inkstands, &c. were sold. Lat. 28° 38' S. Lon. 36° 47' W.

Dec. 12th Wednesday. 44th day out. Ship tacked or wore twice last night. Rather moderate this morning. Wind N. Ship heads S S W. A grammar was round this morning.

N. Lat. 30° 32' S. Lon. 37° 17' W.

P.M. 30' o'clock. hauled royals. Ship heads S by N. Wind S/E. a good breeze.

The fore hatch was off to pump some water from the casks & Melvin slipped into the hold & wrung his side & shoulder: he thinks he may have started a rib. This hatch way is a dangerous place, when the hatch is off: it is situated at the foot of the stairs, & when one goes from the light, on deck, down those stairs, he is blinded & thinks he is going to land safely; but falls through the hatchway into the lower hold! I wonder no limbs have been broken. Three of our men have fallen through this very place, & when I helped Melvin up, I expected nothing but that he had broken some of his limbs.

Another auction has held this morn.

A coil of rigging was thrown from between the decks, on to the main deck, three times, for mischief, I suppose; & the second mate had it put back each time. When it was lifted on to the main deck, there was a rowdy shout, as is the case when a person has the misfortune to get wet, or to sit down & hurt him or any mishap whatever; now I verily believe that if a person should fall from a loft & break his limbs, there is a certain class that would halloo & laugh! I have heard so much of it that thunder has a much more agreeable sound than that.

Dec. 13th Thursday. 45th day out. Morning cloudy & looks like rain. Wind W. Ship heads SSW. W. M. Pleasant. W. Lat. 32° 2'; S, Lon. 37° 14' W.

W.M. Rather moderate: 7 o'clock wind headed us off more: tacked ship. 9 o'clock calm.

Was some sparing on the main deck after tea. - Melvin has not been on deck. -

We have had the wind heading us off for several days: we are now 6 or 700 miles from the S. American shore.

Dec. 14th Friday. 46th day out. Last night at 12 o'clock tacked ship. A fine breeze, ^{breeze} W. N. W. this morning. Ship heads W. S. W. Royals & flying jib set. N. Lat. 32° 50', Lon. 38° 54' W.

W.M. Pleasant. Melvin went on deck.

Dec. 15th Saturday. 47th day out. Wind N.W.W. a good breeze. Ship heads W. N. W. Royals hauled down. N. Lat. 34° 32', S, Lon. 41° 40' W.

W.M. A rain storm. About 9 o'clock the wind shifted. Tacked ship. Less wind than in the morning. About 11 o'clock hauled flying jib.

We frequently see albatrosses flying about us; the fuligets, or capre hens, grow whiter as we go farther south - see more or less them daily.

Our mess made a stout canvas bag, about 20in. long & 8 wide, to pack up ship bread in, for soft bread, puddings &c. We put in about three ship bread, lay the bag on deck, holding the mouth with one hand, & with a mallet in the other, we go at it with a vengeance!

One of us actually blistered two fingers the first mess we pounded! however, it is better that the fingers should suffer some than to spoil the teeth forever.

Dec. 16th. Sunday. 48th day out. At 11 o'clock. Hearded topsail & gallant sails. A squall from the S. S. E. struck us aback! All hands were called to shorten sail. When she was struck aback some water ran into the cabin windows before she could be got off before the wind. The squall was heavy, but the sea was calm. A number of passengers assisted in taking in sail. One of the crew was knocked from the mizzen topgallant rigging & caught on the spanker boom, backstay & other rigging. When the ship was off, she was put under jib, fore-topsail & staysail, fore & main sail, double reefed topsails & spanker. With a strong breeze from W. S. W. Ship heads W by S. At 11 o'clock set main topgallant sail. Left wind. Ship makes $8\frac{1}{2}$ knots formed head on the wind. Our spars are good or we might have lost some of them.

Religious service at 10 $\frac{1}{2}$ o'clock.

No. Lat. $34^{\circ} 37' S.$, Lon. $44^{\circ} W.$

P.M. Set all sail, (except studdensails & main spanker.) Wind S.W. by S. Ship heads W by S. Last night about 10 o'clock, when nearly all the passengers had retired, & many of them probably asleep, the roddies began to assimilate themselves to the brute creation, by trying to irritate them in noises. If their company could be exchanged for some of the animals they tried to represent, I think it would be far more agreeable to the ship's company; for said animals would not wish to irritate those roddies, for their own amusement, at the expense of the whole ship's company. I think New England has met with scoffs in their immigration. It may be truly said of them, "They left New England for New England's good". It is not the first nor second time they have disturbed all between decks.

Dec. 17. Monday. 49th day out. At 2 o'clock took in ship 9 o'clock; wind at N. Ship heads S.W. 11 o'clock; rainy & squally. Wind hauled at N. Took in all light sail, topgallant sails & crotchets, reefed mizzen topsail & clewed up the spanker. P.M. Cloudy 3 o'clock; wind has been hailing S.W. by N. Ship heads S by E. are now under fore-topsail.

staysail, foresail & three reefed topsails. 4 o'clock wind hauled W by S. Ship heads S by E. made more sail. 7 o'clock; took bonnet off of jib. 8 o'clock; ship put under foretopmast-staysail, foresail, & three reefed topsails. 9 o'clock; furled mizen topsail; during the night ruffed the foresail. It heavy blow, but starlight.

Some thunder & lightning when the squall began.
Dec. 18 Tuesday. 50th day out. Last night was the rough-est night we have had. All things between decks did not stay put. 8 o'clock; the gales continues. We are now under foretopmast-staysail, three reefed main topsail & spencer. Wind W by N. ship heads W; or perhaps I might say we are lying too. Fair weather. One of the sailors had his ankle jammed last night by a barrel of beef. Quite a number of albertross & hagalets are following us. An albertross is a large bird, I should think about the size of a loon. They have very long white wings, tipped with black or grey, white belly & greyish back. Some of them are said to measure 10 or 12 ft. across the wings; but I have seen none of that size.

At 6.40 o'clock; the wind has abated some, & we are making more sail. It is a sharp ugly sea. - Begin to fall in with "Cape Pigeons". These are a speckled bird, with some white, a little smaller than our pigeons, with wings a little longer. I understand they are plenty about Cape Horn, from which, I suppose, they take their name.

Dec. 19 Wednesday. 51st, day out. Tacked ship at 4 o'clock. The wind during the night was not very heavy. 5 o'clock; all hands called to reef. 10 o'clock; wind rises with the sun. Main topsail halyards (chain) parted reefing. Are now under foretopmast-staysail, three reef foresail, three reef fore & main topsail & spencer. Wind W by N; ship heads SSW. The wind blows hard, but the day is very pleasant, & not a cloud can be seen. Many of us have caught wet jackets from the spray that comes from some of those awkward seas. I was wet nearly through, twice yesterday, & once today.

Alt. Lat. $35^{\circ} 38' S$; Long. $18^{\circ} 5' W$.

At 6.40 o'clock; some clouds are now visible & less wind. All the heavy sails are set & main-topgallant-sail. Evening, sea smoother. We have some onboard who have been missing for a blow. I believe they are pretty well satisfied now.

There was a mistake, this day noon, as to a duff, & the cook thought it was lost. So he went to the cabin, got some more flour & made another instead of it. The duff, however, was not lost & the cook sold the extra one for 10cts.; that is, it was divided into eight parts & sold for 8cts. apiece. This duff was about 2in thick, 9in. wide & 20in. long. Our mess had some of it. I state this simply to show that we do not fare as we should. — The albatross differ very much in plumage, as does the cape hen or lagulet.

Dec. 20 Thursday. 52d day out. 7o'clock, were slipping; top-gallant-sails set. A moderate breeze from S.W. by S: ship heads west by south. 9 o'clock, wind hauled S.W. by W: ship heads about N.W.W. 11a. Lat. $37^{\circ} 12' S$. Lon. $48^{\circ} 56' W$.

P.M. 10 o'clock, wind hauled aft. Royals set. 7 o'clock, set studdensails; 10 wind freshened.

We have had the wind heading us off for many days & have made but little headway.

Dec. 21 Friday. 53d day out. Had a fine breeze last night from the starboard quarter. 8 o'clock, wind S.E., ship heads W by S. & makes about 10 knot.

P.M. Gaff wind & that hauling ahead. 4 o'clock, wind W.S.W.; ship heads E. 7p.m., wind freshened, took in all light sail & top-gallant-sails. Wind has hauled 2 points farther ahead. Ship heads S by E. Our course would have been about S.W. for three weeks past, if we could have made it. 11p.m., all hands called to shorten sail. — Broke out the main hatch & took a lot of coal on deck etc. Our deck is lumbered up nearly as much as any down east coaster that ever passed Cape Elizabeth. When the scale was broken out, a lot of boxes about a foot square, containing bottled vinegar, were thrown on to the berth deck & 3 or 4 of them were stolen. Perhaps whoever took them anticipated something more palatable. Lat. $38^{\circ} 12' S$. Lon. $51^{\circ} 6' W$.

Dec. 22 Saturday. 54th day out. Had a heavy breeze last ^{night} & the ship was put before it while reefing. 8 o'clock, reefs shaken out & top-gallant-sails set. Wind N.W. by E. ship heads S.W. by E. 11a. Lat. $41^{\circ} 42' S$. Lon. $51^{\circ} 31' W$.

P.M. 1t strong breeze. off dark furled topgallantsails.

I believe there were 7 boxes of vinegar or whatever it was, taken, instead of 30 as I mentioned yesterday. I understand a part of the boxes were found empty & a part of them unbroken.

Dec. 23 Sunday. 55th day out. At 2 o'clock all hands called to take in sail. 5 o'clock, were still. 7 o'clock wind N. S. W.; ship heads N. W. 10 o'clock ship heads N. E. W.; a strong breeze & clear weather.

Lat. $41^{\circ} 11' S.$, Lon. $52^{\circ} 40' W.$

P.M. Wind SW; ship heads N.E.W. At 10 o'clock, tacked ship. During religious service, in the st. ill., some one on deck caught a large albatross & the hitherto deck was nearly deserted. I have already mentioned that we have a number of seagulls aboard, & we also have others who appear to be utterly regardless of the rules of common decency. Now if a person were very desirous to go on deck & see a bird, he might go with some degree of propriety & not rush as though the ship were in the very act of sinking! I never had stronger reasons, (I mean visible reasons,) for believing in the total depravity of man, than I have had onboard this ship. — I think about half a dozen of those birds were caught today with a hook & line: the largest measuring 10 ft. 2 in. across the wings. Two or three of the first were let go again & the others, were cut & mangled worse than they would have been by the most savage Patagonians! One would pull out a quill, another cut off the head or bill, a 3d a leg, the 4th a wing, & finally they were literally cut into strings & every bone taken from them & over the wine pipe! The cook served one of them up & sold it out in small parcels at the galley: he is an apt schoolfar in the change catching business. — We had a head beat sea last night & the ship plunged into it the worst kind. — I put on my thickest underclothes, for the weather is growing quite chilly. I am very much deceived in the temperature, in this latitude; I had supposed it would be warm at this season.

Dec. 24th, Monday. 56th day out. A cool disagreeable morning with little rain. Wind S. E. W. ship heads S. W. 10 o'clock moderate, wind N. E. W.

P.M. 10 o'clock looks squally: ship put under short sail, but the wind not heavy enough; set jib: ship is now under jib, fore-topmast stay sail, foresail,

Fore & main topsails, reefed mizzen topsail & spanker. 7 o'clock wind hauled S.S.E. ship heads S.W. by S., & a stiff breeze.

Dec. 25 Tuesday. 57th day out. Christmas. Some drunken persons were on deck last night, howling &c., to the shame of themselves & the discomfort of all on board. We had a fine run. 7 o'clock wind S.S.W. ship heads W. Clear weather & cool. A sperm whale was seen near the ship this morning & others blowing at a distance. All sail set but studdensails. At. Lat. $41^{\circ} 52'$ S. Lon. $58^{\circ} 17'$ W.

P.M. Calm. 7 o'clock; Wind N.N.E.; ship heads E.S.W.; set some studdensails.

We had a mammoth pudding baked last night, of which we made a supper & breakfast this morning. I think it would have weighed 25 lbs! Perhaps some inquisitive spirits may wish to know of what it was made, &c. We had a little boiled rice left of dinner, & we pounded up a heap of hard bread & mixed with it, put in some spices, molasses, shortening (not butter) but what is here called "slush," & it was a grand Christmas pudding: we cannot get any with, "muller" being scarce this winter.

Dec. 26 Wednesday. 58th day out. 2 o'clock; all hands called to reef. 7 o'clock; wind S.S.W.; ship lying to, (or might as well be,) under fore-topsail-staysail, three reefed topsails, three reefed fore-sail & spanker; heads S.E. off near tacked ship. At. Lat. 43° S., Lon. $59^{\circ} 20'$ W.

P.M. Squally, cloudy looking weather. A moderate breeze from the S.S.W.; ship heads S.E., & under short sail. Off dark, the wind hauled a point or two in our favor & some reefs were shaken out.

Mr. or rather, Capt. Remond, (of Beverly) the chief mate, who by the way is a gentleman & has the esteem of all onboard, has been troubled with sore eyes ever since he came out.

He gives up his office tonight, for the present, & Cushing, the assistant commissary, takes his place. All hands were called aft & the Capt. told them that Cushing would take charge of the deck for the present & they must obey him.

Dec. 27 Thursday. 59th day out. Had a fine run since 12 o'clock; 8 o'clock; all sail set & one studdensail. Wind N.W.; ship heads S by N.

and is running 10 knots 11 o'clock; wind WSW.; ship heads S by E.; tack in studsail.

Mo. Lat. $44^{\circ} 25' S$, Lon. $60^{\circ} 08' W$.

P.M. 5 o'clock; set royals. 6 o'clock; made a schooner from the larboard bow at a great distance.

Dec. 28 Friday. 60th, day out. The schooner that we saw last night is now on our starboard quarter.

Wind SW by S.; ship heads S by E.; a light breeze.

Mo. wind SW by W.; ship heads S by E. Lat. $46^{\circ} 03' S$, Lon. $59^{\circ} 36' W$.

P.M.^{40th} Shortened sail. Ship heads S by E.; 10 o'clock made more sail. Had a head-beat sea last ^{night} & the ship plunged into it with a vengeance.

Dec. 29, Saturday. 61st, day out. Had a head-beat sea last night & the ship plunged into it with a vengeance. 8 o'clock; wind ~~SW~~ SW by W & a stiff breeze. Ship heads S by N. The schooner is now ahead of us. Mo. $47^{\circ} 44' S$. Lon. $60^{\circ} 13' W$.

P.M. Clear weather.

Dec. 30 Sunday. 62d, day out. 8 o'clock; lashed ship; wind S W.; ship heads W by W. & a good breeze. 9 o'clock; lashed ship again. 11 o'clock; shortened sail; wind blows heavy. 11 $\frac{1}{2}$ o'clock; wore ship; heads N; wind S S W. Religious service was held in the after part of the ship; the meeting was still & uninterrupted. Methodist hymn books were used instead of Church Psalmsody; as heretofore; there being more of them onboard. Mo. Lat. $49^{\circ} 38' S$. Lon. $61^{\circ} 28' W$.

P.M. Wind blows a gale from the W.; ship lying too under foretopmast staysail, three reefed topsails, foresail & spanker. A little of the top of a sea broke into the ship, by the main chains or rigging, & wet a number, washing, knocking or sliding a part of them against the cook's hut & the others down under the lee rail. One of those that went to the lee rail struck his back against some spare spars & hurt him sore. A heavy sea struck the weather bow about 6 o'clock, & a part of it came on deck: the cook had part of it in his galley & a number of the passengers caught wet jackets.

Dec. 31 Monday. 63 day out. 12 $\frac{1}{2}$ o'clock; lashed or wore ship. 8 o'clock; squally; gale continues; wind S W.; ship lying too. Mo. Lat. $49^{\circ} 12' S$, Lon. $61^{\circ} 26' W$.

P.M. 1 $\frac{1}{2}$ o'clock; wore ship. 6 o'clock; wore ship again; set jib, mainsail & spanker; wind abated some. 9 o'clock; wore ship; heads S; wind W S W.

1850. Jan 1st. Tuesday. 64th day out. A little hail early in the morning. Wind N S W; ship heads S. 9° off; were ship; heads N W; wind N N W.
Alt. Lat. $49^{\circ} 31' S$; Lon. $61^{\circ} 38' W$.

P.M. 1h o'clock; were ship; heads N by E; wind S W by W. 4 $\frac{1}{2}$ h o'clock; tacked ship; wind W S W. ship heads S. set topgallant sails & flying jib. Have been under short sail all day, though it has been rather moderate. I wished all my friends, throughout the world, "a happy new year" before I rose.

Some passengers today were fully drunk - a fine sight! We have had very discouraging weather for several days. The S.W. winds seem to prevail here as they do on the equator, or rather a few degrees S of it.

Jan. 2d. Wednesday. 65th day out. Rainy. All sail set & two studding-sails - nearly calm but the yards are squared - a rare sight of late. Wind N by E. ship heads S W by W. 11 o'clock; wind N & a fine breeze. Alt. Lat. $49^{\circ} 50' S$; Lon. $62^{\circ} 44' W$. We have not made one degree of Lat. for 3 or 4 days.

P.M. 3 o'clock; Wind, E.; heads W S W. Rain about over. Hauled fore & main royals & flying jib. 5 o'clock set flying jib. 6 o'clock; furled main royal; ship logs 67 kts.

Jan. 3 Thursday. 66th day out. 4 o'clock; looked like a squall. Recked & furled light sails. 5 o'clock; had no squall; struck out the reefs. 8 o'clock; moderate, wind S S W. ship heads S. E. 9 o'clock; wind hauled farther S. tacked ship; rather cloudy; heads W. topgallantsails hauled. 11 o'clock; tacked again; fresh breeze. Alt. Lat. $50^{\circ} 07' S$; Lon. $65^{\circ} 13' W$.

P.M. Wind S W by W; ship heads S. 4 o'clock; tack again; heads N by S. Rain, fresh breezes.

Jan. 4 Friday. 67th day out. 7 o'clock; under close reefs; wind S W by W. ship heads S by E.: flying clouds & a fresh breeze. Alt. Lat. $51^{\circ} 28' S$; Lon. $65^{\circ} 32' W$.

P.M. 1 o'clock shook out some reefs. 4 o'clock; set topgallantsails. - It is reported among the passengers that the ship will stop and water at Staten Island! I cannot believe that such will be the case: if it should be & we should not touch at Valparaiso, or Callao, or some other port, the passengers will be most woefully disappointed & grossly insulted.

Jan. 5 Saturday. 68th day out. Calm last night. 8 o'clock; a fine breeze from the N.; heads S W by S. goes 8 $\frac{1}{2}$ knots: 8 $\frac{1}{2}$ o'clock; furled royals.

Alt. Lat. $52^{\circ} 18' S$; Lon. $66^{\circ} 08' W$.

P.M. 1 o'clock altered her course to S. 2° E. 4 o'clock; wind hauled N.W. & slackened a little. 6 o'clock; shortened sail, though only a fair breeze of wind. Last night some one smashed the front of the cabin, by the mate's window. Some think it was one of the passengers but, perhaps, more think it was the 2d mate. The first mate is in the cabin sick & the passengers frequently lean against it & make a noise; & I think whoever done it, had Mr. Roundy's comfort in view, as he is much esteemed by all.

Jan. 6 Sunday. 6th day out. Made Terra del Fuego at 1 o'clock; cloudy. Many passengers went on deck to see it. We ran along by the land in a southerly direction. 8 o'clock; cold, cloudy & rainy. Wind S.S.W. & a fresh breeze. Ship under short sail. At 10 o'clock have too off the Straits of Germain: wind & tide ahead. 10th o'clock; tacked ship.

No religious exercises today, the dead lights being shut. P.M. Entered the Straits with the tide & wind, but the wind soon left us to the current, which is pretty rapid. I have been informed that these Straits are 15 miles wide & long; but I shall not stand responsible for what folks tell me.

Cloudy, with some drizzling rain. 1st o'clock; have tacked, wore, & been carried round by the tide several times. The tide turned against us at 5 o'clock; but we now have wind enough to steer it & make a little headway. Are now about up with the N.W. end of Staten Island, (laid down on the school atlas, "Staten Land") 7th o'clock; Wind W by S, a fine breeze: ship heads S by W.

The N.W. part of Staten Island bears E. perhaps 10 or 15 miles distant. The south coast of Terra del Fuego, which we are now following, is perhaps 3 or 5 miles distant, though I should not judge it more than 2 at the outside, by appearance.

A white caped pigeon lit on the main topsail yard. The southeastern extremity of Terra del Fuego is a very bold, bluff place, & is rather a peculiar & interesting coast, as made from the sea. It is one continued chain of steep, rugged hills, or mountains of all sizes, and forms, some of them nearly perpendicular & terminating apparently in a cone: they are craggy & abrupt, presenting a variety not often met with in low latitudes. They extend back as far as the eye can see, & snow is visible in many places, though it is now midsummer!

Some of them look as though they were covered with a species of moss of dark or brownish color; others have a greenish covering; some resemble barren gravel hills, & others look covered with low bushes or shrubs & some have the appearance of vast craggy ledges. The general appearance is dark; dreary & even repulsive! but still there is sufficient grandeur to detain the eye for a long time. I saw no living creature on the shore & not even a tree. (But it must be remembered, however, that we were not, perhaps, within 3 miles of the shore at any time. I describe at a distance, perhaps in more senses than one.) In fact there seems not to have been room enough for the mountains I think ^{there} might have been many more visible, if the great ones did not cover up the little ones.

The highest one, ^{into} Terra del Fuego, ^{is} 7000 ft. Some of the small mountains or hills are of so comic form, that when we were in the Straits one of them was discovered rising nearly perpendicular out of the water, & was taken to be a vessel! The mistake was not discovered for some time. About 7 o'clock, as we passed out of the Straits, a collection of clouds hung over those mountains, or rather seemed floating among them, & the tops of some were seen above the clouds, others were partly hid & some obscure:— the sun was partially out & by sending his rays among the precipices much was added to the sight. But I should think in winter, it must be as perfect dreary waste as man can conceive of:— one vast snowdrift, with furious winds & storms driving over it & the tempestuous oceans lashing it on either side! Staten Island is of the same character, the sport of the winds & the waves.

Jan. 7 Monday 70th day out. Last night all hands were called once or twice to reef 5 o'clock; ship lying too under close-reefed topsails, fore topmast stay-sail, fore sail & sprit. She plunged into it hard last night. 7 o'clock; set mainsail; wind S. E.; ship heads S. S. W.— We Lat. 55° 28' S., Lon. 65° 20' W.
P.M. 10 o'clock; clued up the mainsail. Blowing heavy.

3 o'clock; sent down fore & mizen royal yards. 5 o'clock; wind N. S. W.; heads up S by E. Caught an albatross & Foster has the skin of one of its feet stuffed. It has been a very disagreeable day; cold, snow, hail & rain squalls, the sea rough

& some spray came over the ship. I should think fewer passengers have remained on deck than any other day since we left Boston. 6 o'clock; clear but the gale continues. 7 o'clock; reefed foresail & furled mizzen topsail. No land in sight.

Jan. 8 Tuesday. 7th day out. The gale abated at midnight 7 o'clock; made more sail. 7 o'clock; a good breeze from the WSW.; ship heads S - under rather short sail. 11 o'clock; not much wind; heads up SSW. Made a sail astern. It's a clear day but rather cool.

M. Lat. $56^{\circ}08' S$, Lon. $65^{\circ}13' W$.

W. 1 o'clock; very moderate. Heads S. 8 o'clock; wind SSE.; heads W by S.

Jan. 9th Wednesday. 72d day out. 7 o'clock; a moderate breeze from the SSW. heads W. 8 o'clock; a breeze. Hoisted main royal, fore & mizzen topgallant sails & flying jib. 8 o'clock; made land ahead. 9 o'clock; looked equally & split snow-starry looking clouds all round the horizon. Tacked ship. Wind WSW.; heads S. 11 o'clock; clear with flying clouds. Can see several islands & hills or mountains, bearing westerly, covered with snow. Sea smooth. Not so cold as yesterday.

M. Lat. $55^{\circ}38' S$. Lon. $66^{\circ}00' W$. Current sets easterly 40 miles in 24 hours.

W. 2 o'clock; hoisted up sails for a squall - had a little hail or snow. Five of the sailors are now off duty sick; also the chief mate, who has been off for sometime. 4 o'clock; under short sail. Cloudy & squally; wind WSW.; heads S by E. 4 p.m.; saw 2 vessels ahead. 5 o'clock; struck our iron into a spar, but it tore out, the ship being under considerable headway. 6 o'clock; another squall. The ship is now to windward, bearing down for us: she is apparently a loaded, leeward-bound whaler. 11 o'clock; Capt. Batt ~~would~~ ^{will} come down, & the ship could not speak us. She has now altered her course - exchanged colors. 8 o'clock; sail in sight - Augustus cut his cheek. Foster disposed of his barbers & gave me a shave; it ^{was} good as when new. Daylight does not leave us entirely.

Jan. 10 Thursday. 73d day out. A good breeze from the S E by E.; heads S by W. 8 o'clock; a bark & brig leeward & a ship on each to windward. 8 p.m.; made Cape Horn, bearing N. by E. or about 3 points on our bow. Wind S; ship heads WSW. Cloudy & squally. Main topgallant sail set. 9 o'clock; a little more squall & a heavy

breeze; we carrying more sail than usual.
11 o'clock; put the ship under the following sail
viz: jib, with boom off, fore topmast staysail,
double reefed fore & main, & single reefed mizen
topsail, fore & main sail, sprit & sprayer.

(heads S S W. at 47° 0' off.) at 11 o'clock, wind S S E.

heads S E. Thick atmosphere, & squally.

11h. Cape Horn bears N, about 15 miles. The weather
is so thick that a good, distinct view of it cannot
be had.

12h. 1 o'clock; a better view is now obtained. 6h o'clock; hail
squall. 8 o'clock; land found about 2 points on
the weather-bow. This, I believe, is the most
southern island, or group, & we shall go N.
of it. 10 o'clock; took out some reefs & set maintop-
gallant-sail. I have said the above land, now
in sight, is the most southern; I mean the
most southern near us; there ^{are} many more
sooty, at a distance; but they are quite out
of our track. The land called "Cape Horn" is a
high bluff, on the southern extremity of
"Herron's Island". It may be seen at a great
distance in clear weather; in fact, most all
the land in these regions appears to be hills
or mountains.

Jan. 11 Friday. 74th day out. at stiff breeze through the
night: 7h o'clock; Wind S by E; ship heads S W by W.
It cold, cloudy morning. Reefs out & topgallant-
sails set. 9 o'clock; bands are loose on the fore
yard & sailors are fixing them. 10 o'clock; clear:
wind S by W.; heads W by S. Lat. 56° 17' S, long. 71° 37' W.

12h. 14 o'clock; rather moderate: set 2 studdensails. At ship
is on our weather-bow, which some think is
the "Magellan", of Boston, which sailed a few
days before the Argonaut. 4 o'clock; nearly calm;
wind E by N. 7 o'clock; a ship ahead, one on
the starboard bow & one on the starboard
quarter.

Jan. 12 Saturday. 75th day out. at beautiful mor-
ning & a fair wind from the E by N; course
W by S. The variation here is about two points
easterly. Studdensails set. At ship is on the
starboard bow, not far off. Some suppose her
to be the "Cordova", of Boston, that sailed about
30 days before us. Lat. 55° 51' S, long. 74° 47' W.

12h. 6 o'clock, Wind N E. The ship that was ahead
in this morning is now nearly out of sight.

western. We have had a grand run to-day. Wind N.
ship made N. & whale made his appearance near
the ship.

Jun. 13 Sunday. 7th the day out. 4^h o'clock; all hands called to
rig. 7^h o'clock; regular rain storm, with a heavy breeze
from the S.; heads N. Under short sail. 9^h o'clock; under
foretopmast-staysail, fore-sail, close-rifed topsails, spanker
& sprayer. At gale. 9^h o'clock; wind hauled N. W.
heads S. N. by E. Cleared off pleasant. 11^h o'clock; wind N. W.
heads S. N. by E. Religious service. 1^h o'clock; cloudy again.
1^h. Lat. $53^{\circ} 14' S$, Lon. $79^{\circ} 50' W$.

1^h. 4^h o'clock; gale rather increased. 5^h o'clock; hauled fore & miz-
entopsails & hauled up the fore-sail. 6^h o'clock; hove too
under foretopmast-staysail, close-rifed main-top-
sail & sprayer. This is the heaviest gale we have had.
Many caught wet jackets from the spray.

Jun. 14 Monday. 7^h the day out ~~at~~. Last night the cooks
could not furnish but half the usual allowance of
tea, it was so rough. It was an unpleasant night
to sleep, or even rest. I had to try & sleep, with one
eye open & the other good watch way; hold on
with both hands & brace with both knees & thought I
was likely not be thrown out of my berth at that.

12^h o'clock; all hands called to wear ship. Wind hauled
& some sail was made. 7^h; wind S. N. ^{W.}, ship heads
N. W. by E. Through, but less wind. 8^h o'clock; heavy sails
set & most of the reefs shaken out.

1^h. Lat. $54^{\circ} 40' S$, Lon. $80^{\circ} 07' W$.

1^h. 1^h o'clock; wind hauled W. Topgallant-sails set. 2^h o'clock;
rather thick & hazy. Light breeze. 4^h o'clock; nearly
calm. 6^h o'clock; a good breeze. 8^h o'clock; passed a ship
near our weather beam.

Jun. 15 Tuesday. 7^h the day out. 7^h o'clock; foggy & misty.
At good breeze N. by E.; heads N. by W. 8^h o'clock; hauled
ship. 7^h o'clock; wind N. by E.; heads S. W. by S.; little
rain. 1^h. Lat. $52^{\circ} 34' S$, Lon. $80^{\circ} 32' W$.

1^h. 7^h o'clock; it has been a thick, drizzling, disagreeable
day: head, wind, deck cold, wet & dirty, & every
thing about us as cheerless as the snow-covered
hills of New Hampshire in winter.

Jun. 16 Wednesday. 7^h the day out. At thick, rainy morning,
with a strong wind from the S. by E.; heads
S. by E. - 1^h. Lat. $52^{\circ} 40' S$, Lon. $84^{\circ} 08' W$.

1^h. 1^h o'clock; wore ship. Heads S. by W. 2^h o'clock; wind
hauled W. Heads S. by E. 1^h o'clock; hands called to
shorten sail. Wind blows heavy with some
rain. 4^h o'clock; wind hauled N. by E.; heads S. by E.

5 o'clock; clear; 11 o'clock; a squall. During this squall, which was not at all heavy, cushion, a passenger, was frightened & called up the first mate! — We had some ham served out for the first time.

Jan. 17 Thursday. 80th day out. Last night the sea was very rough & the wind heavy. 7 o'clock; the wind from the N.W. heads W. Wind strong. short sail. Clear weather, but squally. Saw a skua standing towards Cape Horn.

11. Lat. $50^{\circ} 55'$ S. Lon. $80^{\circ} 26' W.$

12. 4 o'clock; a squall. 7 o'clock; caught a porpoise, some 5 ft. long, I should think; also caught an albatross. Pierre slipped down the companion way & hurt his side & hand some.

Jan. 18 Friday. 81st day out. Morning rainy & not much wind; what there is is W. heads NW.

10 o'clock; cleared off rather pleasant. Lat. $49^{\circ} 30' S.$, Lon. $79^{\circ} 12' W.$

12. 1 o'clock. Wind W by N. 5 o'clock; Wind WNW. heads N. A fine breeze & the sea is much smoother than it has been for some days. We have had ~~had~~ a poor chance along since we doubled the Cape: head winds, squalls, rough sea, cold weather, &c. — I forgot to mention yesterday, that the Capt. gave cushion a lecture for calling up the mate. cushion is rather ashamed & was scaredly on deck the next day.

I should have mentioned yesterday that the ship made a lunch & a barrel of bread rolled down across the fore hatch, & hurt Mason's ankle. He was fortunate not to have it broken. It is quite lame today.

Jan. 19. Saturday. 82d day out. Morning little rainy. 7 o'clock; with flying clouds. Wind N. 01 W. heads E. Topsail-luff-sails set. 10 o'clock; furled topsail-luff-sails & reefed topsails (double reefed). Lat. $47^{\circ} 37' S.$, Lon. $77^{\circ} 15' W.$

12. 3 o'clock; shook one reef out of each topsail. some light rain & smalls during the P.M. till 8 o'clock. tacked or more ship.

Some considerable excitement today, the cause of which, I think, would not look well journalized.

Jan. 20. Sunday. 83d day out. 8 o'clock; little misty. 9 o'clock; clear & seems a little like spring. Wind N by E. heads S. W by W. at moderate breeze. Main royal set. Religious exercises discontinued today. 11. Lat. $46^{\circ} 50' S.$, Lon. $78^{\circ} 55' W.$

P.M. 5 o'clock; wind hauled N by E.; heads W by N. 7 o'clock; wind hauled nearly ast. Studdensails set, which is quite a treat; it being the first fair-wind we have had for many days, & the first Sabbath, I think for more than a month, that we have not had a heavy blow nearly or directly astead. We have had a moderate, pleasant day. The Capit. has forbidden a cabin passenger &c.

Jan. 21. Monday. 84th day out. At five spring-like morning.

Wind S S E.; a light breeze; all sail set, except the fore & main royals, the yards of which are down: ship heads W by N. There is great washing business going on today, it being the first mild day this side the Lusoe; & as it is expected that we shall go into Valparaiso in a few days, many faces have been so transformed by the application of razors & even scissors, that I hardly know them! Still there are many left who have not shaved since we left Boston.

At. Lat. $44^{\circ} 36' S.$, Lon. $78^{\circ} 34' W.$

P.M. A gentle breeze and all sail set.

Jan. 22d Tuesday. 85th day out. A beautiful morning with a light breeze W by W.; heads N E by N.

At. Lat. $42^{\circ} 41' S.$, Lon. $78^{\circ} 25' W.$

P.M. Fine weather. Ship well dressed out with clothes drying.

Jan. 23d. Wednesday. 86th day out. At fine morning with a good breeze, N by W.; heads N by E. Tacked twice last night. - 10 o'clock; saw a sperm whale. 11 o'clock, raining. Wind hauled N by S.; heads S by E.

At. Lat. $41^{\circ} 33' S.$, Lon. $76^{\circ} 28' W.$

P.M. 1 o'clock; had a good view of a large sperm whale back; but he exposed himself to exhibition but a very short time. 2 o'clock, cleared off, pleasant. Augustus & several other passengers have been at work in the hold, for two three days, overhauling & restowing cargo. Took out the fresh water for the ship before breakfast.

7 o'clock. Wind S by W.; set more studdensails.

The wine-gum-scarape, of which I mentioned some time ago, was settled yesterday. It was, I believe, most of it wine or some other liquor. \$50 was the sum paid and about 35 persons paid it. I think all of them did not taste of it, nor were implicated any way; but helped pay the bill to clear their friends.

Last night there was much noise in the after-part of the ship, so much that I could

not sleep till after 12 o'clock. The cause, I understand to be this. The preceding night a number of persons set aye, perhaps, most of the night, writing letters & consequently kept the lights burning.

The next day ^{some} of the passengers informed the captain that the lights were kept burning, & last night the steward blew them out at 10 o'clock the usual time, and no one could write so they spent the time in carding, &c.

Jan. 24 Thursday. 87th day out. A beautiful morning wind S.W. heads N. by E. set ~~starboard~~ sails; a light breeze. 11 o'clock; moderate. W. Lat. $37^{\circ} 18' S.$, Lon. $76^{\circ} 54' W.$

P.M. Warm pleasant weather. ~~Starboard~~ sails are stowed away the water casks in the hold, that have been on deck all the voyage go o'clock; a little more wind. We troubled today with a weathervane a distance ship from the starboard beam in the morning.

Jan. 25 Friday 88th day out. Most delightful weather and fair wind. Wind heads N. by E. Painting the iron work of the ship &c. to go in to Patagonia. We took portid up between decks relative thence

W. Lat. $37^{\circ} 07' S.$, Lon. $75^{\circ} 31' W.$

P.M. 1 o'clock saw a school of black fish

Jan. 26th Saturday. 89th day out. Morning rather foggy. A good breeze S.S.W. heads N. by E. Got chains on deck & bent the anchors

W. Lat. $35^{\circ} 0' S.$, Lon. $75^{\circ} 12' W.$

P.M. A little hazy but a fine breeze. 11 o'clock made the land through the fog perhaps 4 or 5 points on the starboard bow & probably 5 or 10 miles distant. There is a great variety of opinion as to the distance & also the bearing of the land when it was made. Some think we made the land directly ahead & a few minutes more would have carried us ashore but I think those were a little frightened & more deceived. Some others say we were not within 15, others 30 miles of the shore I was awake at the time & heard the first cry of "land ho" but we were expecting to make it & I was not the least surprised. We had a good observation at noon & knew just where we were & did not turn out.

Jan. 27th. Sunday. 90th day out. Morning hazy 8 o'clock wind S.W. heads N. go o'clock fog scaled a little. Wind laying along by the shore 11 o'clock a little hazy

W. Lat.

P.M. 3 o'clock passed false point with a fresh breeze bore from the S. 3rd o'clock anchored in the harbor Valparaiso We were immediately visited by the Customhouse boat who received a yellow flag which was hoisted to the main royal mast head as a signal that we must go on board the ship nor no one from the ship allowed to leave while that was up. The health officer was however soon on board & the flag taken down Most of the passengers soon went ashore & some of them went to the theatre in the evening.

I was very much disappointed in the general appearance of the place as seen from the harbor. I had supposed we were going to see great cathedrals &c. - The harbor is formed on the east, south & west by the most abrupt hills & ravines I ever saw. Some of these declivities I think are 200ft, nearly perpendicular; but perhaps most of them are from 50 to 200ft. This state of the country was undoubtedly produced by volcanic eruptions, & is an insurmountable barrier to carriage roads. The north winds blow directly into the harbor & all the shipping is exposed to their fury. The harbor is large, easy of access, and the water too deep to anchor conveniently in the outer part of it. It is the principal man-of-war harbor on the South American coast & is never free from some of those vessels. The "Chu" left a day or two before we arrived. The English (to whom this government pays tribute) keep a guard ship here all the time & the French I am informed keep a man of war on this station.

Jan. 28th Monday. 9th day out. Pleasant day wind northerly Went on shore in the morning & spent the day in purchasing a few little articles & travelling over the place. They charged us a monstrous price for most of the articles we wanted, viz: for green tea, 9^cs the lb.; Allspice, 7¹¹/₁₆ lb.; Cloves, \$2.50 lb.; Ginger, 75c lb.; Nutmegs, \$6.75 lb.; Cinnamon, \$1.75 lb.; Raisins 25c lb. We thought those might serve us a very handsome introduction to California prices. We bought most of our things of an English house, where we could understand them - the Spanish we could not understand, but could trade with them after a fashion. The only words we could understand or make them, relative to price, was dollar & real (12¹/₂ cents); they would give us so much fruit, (holding it in their hands,) for one real or such so many reals for such an article. American coin

they would not take, if they could help it. Spanish or English seemed to suit them best. The market is kept by males & females. A Yankee will see many things in Valparaiso to excite his curiosity, especially if he never traveled out of N. England before; a few of which I will mention. Most all the fair sex travel the streets without any thing on their head if the sun is very hot, they spread their parasol. A horse is harnessed into a chaise, nearly the same as in N. England, (except the long reins) & then the driver of that horse rides an other horse by his side & nearly abreast. There are, however, but few carriages & those are confined to the city there being no carriage road leading out of it.

Oxen are attatched to a cart by laying a very rude piece of wood across their necks, scarcely bearing any resemblance to a yoke, & this is lashed to their horns with stripes of hide, (I should think,) & the centre of this piece of wood is lashed to the nob or tongue of the cart with the same material - not a particle of iron nor bows belong to it!

The water is brought into the city in the following manner: a couple of half barrels are slung, one on each side of a jackass, and then a native mounts, back of the casks, with a cudgel not inferior in size to a paddy's "shalalali", and away he starts up among the precipices, back of the city, fills his casks & returns, sometimes riding down as well up. I can hardly conceive how these little animals can carry so much: a man apparently might take one of them under each arm & carry them anywhere. All the commerce of the country is carried on on the backs of horses, mules & jackasses. Wood is tied up in bundles & slung across the saddle & brought to market, & anything that may be wanted from the city, returned by the same conveyance.

Criminals are chained together and work repairing the streets. We traveled pretty much all over the city & some parts of it a dozen times; and a more quiet, inoffensive people, I never saw in the States. We were civil & all we met with were perfectly so, if they were natives. The most insolent persons we saw were some that belonged to the ship Tarzan! I have no doubt but that four fifths of the brats in this port, are occasioned by impudent foreigners, or intoxicicated sailors!

The streets are cleanly & the people generally look tidy. We went up among the hills back of the city in short distance, & in one of the ravines we saw a group of perhaps a dozen or 20 Spanish girls & women washing their clothes. They used water without heating, wood being scarce. Some of those Spanish girls are very pretty, well featured, black flowing hair, black brown eyes & varying in complexion from a sort of copper-color ~~color~~ to a clear white.

This port is subject to the same vice that all men-of-war harbors are. The natives can buy articles probably for less than one-half what those have to pay who cannot talk their language. American cents are generally worth but little in foreign ports, but we made good use of them here: yesterday Augustus bought a dinner's worth of pigs just as they came off of the trees. He had 10¢ bought two cents worth of the same meat & had 5¢ we passed copper in about that ratio.

Jan. 29 Tuesday. 92d day out. A little hazy & nearly calm. Wind northwesterly. Weighed anchor early in the morning having got our supply of water & 4 boats tried to tow us out but the wind breezed a little ahead & the boats could not hold the ship. Had to anchor again. Part of the passengers went ashore but dare not go far as the wind might change at any moment. Two passengers to return to California having left there about three months ago.

Jan. 30 Wednesday 93d day out. Weighed anchor early in the morning & 4 boats (natives) towed us out of the harbor calm. One of the new passengers who came onboard yesterday went ashore again & has not returned.

Mr. Calver. Signalized the ship Magellan of Boston going in. She left Boston 4 days before us.

Jan. 31 Thursday. 94th day out. Calm.

Mr. At a very light breeze but we are not out of sight of land.

Feb. 1, 8 o'clock; nearly calm; wind E heads W.

Feb. 5 o'clock; very moderate. We are not yet out of sight of land, though we have been running directly from it ever since we left Valparaiso. Saw several whales - and caught a shark, hauled him out of water, when he broke away.

Feb. 6 Saturday. 96th day out. 8 o'clock; very moderate; wind E S E; heads W & W.

P.M. 5 o'clock; a fine breeze S.E.

Feb. 3d. Sunday 103d day out. Wind S.E.; heads W by N.
P.M. A fine breeze. All sail set.

Feb. 4. Monday 98th day out. A fine light breeze S.easterly
P.M. We have had a fair wind since we left V. course N.W.

Feb. 5 Tuesday. 99th day out. Wind S.E. by E.; heads W.W.

P.M. Light breeze w'd an old swell in the sea. Clear weather.

Feb. 6. Wednesday. 100th day out. Wind S.E., course N.W.

P.M. Not a very clear day, but a fine breeze. A plenty of "Mother Carey's chickens" round yesterday & today. Two albacore were following the ship. Yesterday, Thompson, the cook, lost his purse or rather some one stole it. It was ascertained today that Wood, ^{one} of the sailors had it and the cook recovered the money. Some other things were lost by the passengers & some excitement was raised. The forecastle was nearly filled with passengers & the following articles were found that belonged to them, viz: 1 pair of $\frac{1}{2}$ hose 3 long fishing lines or cod lines & 2 pocket knives.

Feb. 7th. Thursday. 101st day out. A fresh breeze S.E. course N.W. Studensails all set - jibs & foretopmast staysail have been handed for some days, the wind having been directly aft. Some cloudy or hazy.

P.M. A beautiful breeze & fine run.

Feb. 8. Friday. 102d day out. Rather hazy but a fine breeze S.E.; course W.W.

P.M. Set 2 new main royal studensails. Have had a fine run today. The Capt. has been very reserved in making known the Lat. and Lon. since we left Valparaiso. A gentleman by the name of Carr, took the sun today & found us to be in $18^{\circ} 30'$ S.

Feb. 9th. Saturday. 103d day out. Fine breeze S.E.

P.M. Clear weather with some clouds. Lat. $16^{\circ} 27'$ S.

Feb. 10 Sunday. 104th day out. Cloudy & rainy. Rather a light breeze. Wind S.E.; course W.W. by N.

A kind of temperance meeting was held by one Davidson. I believe some 20 or 25 persons signed the pledge. I fear some of them signed from no good motives.

P.M. Rainy & dull.

Feb. 11, Monday. 105th day out. A fine clear morning with a light wind. Sent down foretopmast for fishing &c. - N. Lat. $12^{\circ} 52'$ S.

P.M. Light breeze

Feb. 12, Tuesday. 106th day out. Moderate breeze & warm day. course W.W. Had quite a washing.

P.M. Rather moderate & pleasant. Lat. $11^{\circ}12' S.$

Feb. 13. Wednesday. 107th day out. Warm morning & clear weather. Wind light from the S.E.

P.M. Hot weather. Most all the passengers are fixing up their things for the mines &c. Lat. $9^{\circ}44' S$
Have overboard a lot of preserved meat that was spoilt.

Feb. 14. Thursday 108th day out. Warm and moderate.

P.M. Clear weather. Lat. $8^{\circ}42' S.$. Some \$30 were stolen from a chest about 8 days ago, which I should have mentioned at the time. About 4 days since the one who lost it posted up a notice that the person who stole it was known, & if he returned it within 24 hours, nothing more would be done about it; otherwise he would be turned over to the authorities on our arrival at San Francisco. The notice remained up 24 hours.

Feb. 15. Friday. 109th day out. Warm pleasant weather with light winds from the S.E. course N.W. by W.

No. Lat. $7^{\circ}17' S.$ We have not had the sun since we left V.

P.M. Had pea soup for dinner for the 2d time. The rice which belonged to us on that day was withheld - pea soup, perhaps, being too expensive to accompany rice. We have had ham twice. We have also had tongues & sounds twice, & salt fish twice since we left Valparaiso!

Feb. 16. Saturday. 110th day out. A little more wind than yesterday. - Sherman went to the Capt. last evening to obtain more flour, sugar, ham, dried apples, &c, for the messes. We may get a little more ham but the prospect for the others is poor. I said more dried apples; but in fact we have not had any yet.

No. Warm weather. Lat. $5^{\circ}50' S.$

7th Feb. Sunday. 111th day out. Little more wind; course N.W. by W. - Lat. $4^{\circ}22' S.$ ~~Temp. 60°~~
A temperance meeting was held.

No. 9th or 10th clh. Two fellows commenced a fight by the main hatch, about sleeping on a chest; they were soon parted. Beautiful evenings. One may sit on deck, without a coat, during the evening & be comfortable - little or no dew. Many sleep on deck nights.

Feb. 18. Monday. 112th day out. Some grumblng was had as to poor rice - it shown to the Capt. &c. Pleasant.

No. Lat. $2^{\circ}53' S.$

Feb. 19th Tuesday. 113th day out. A fine light breeze; course N.W.

No. Saw a large school of porpoise. Lat. $1^{\circ}44' S.$

Feb. 20th. Wednesday. 114th day out. Beautiful weather and a light breeze.

P.M. 7 o'clock. We are probably now about on the line & perhaps in Longitude about 112° W.

Feb. 21st. Thursday. 115th day out. Light breeze

P.M. Course N.W. Lat. $0^{\circ}21'W$. A meeting of the bread committee was held & a new committer chosen to serve out the flour &c.

Feb. 22d. Friday. 116th day out. Calm & cloudy. The S.E. trades seem to have left us, but we have had a beautiful passage from N. We have had a fair wind all the way, & at no time so much as to take in a royal, nor have we had a rainy day. A whale boat might have come from N. to the line.

P.M. Wind baffling all round the compass & some rain. Caught three blue sharks - the longest was $8\frac{1}{2}$ ft. long. 6 o'clock; set the jibs; they have not been set before for sometime, the wind having been flat aft - it is now unsettled.

Feb. 23d. Saturday. 117th day out. A rainy morning with a light wind southerly. course N.
9 $\frac{1}{2}$ o'clock; wind E S E & a fine breeze

P.M. Wind from S to E. steering N W by W. Showery. Had some dried apple served for the 1st. time. Have seen many flying fish, of late, some skip-jacks & albacore. - A great jack was carried on with a fellow in the forward house, as to taking oil from a sharks back bone! It would take 2 or 3 pages to describe it, & being short for room I pass it.

Feb. 24. Sunday. 118th day out. A good southeaste-
ly breeze, with we expect is the N.E. trades. 10 o'clock; a little squall caught the forward starboard studensail aback & carried away the boom. A temporary meeting.

P.M. A fresh breeze & all sail set & drawing. 8 o'clock; the best run we have had since we left N. That a cloudy day & fresh breeze all day.

Feb. 25th. Monday. 119th day out. Mr. Remond took charge of the deck again this morning & it looked good to see him out. Had 2 squalls last night, one about 10 o'clock, accompanied with heavy rain & the other about 4: shortened sail, &c. This is the first time that we have shortened sail on account of wind since we left N. 10 o'clock; cloudy & rather less wind: all sail set. 116. Lat. $6^{\circ}54'N$.

P.M. Some clouds, but a fine breeze

Feb. 26th. Tuesday. 120th day out. Moderate.
P.M. 5 o'clock; saw a water-sparrow about 2 p.m.; its from
the starboard quarter & perhaps 6 or 8 miles distant.

Feb. 27th. Wednesday. 121st day out. Very moderate.
P.M. A light Breeze. 7 o'clock; calm.

Feb. 28th. A light breeze in the morning & all rather
cloudy & wind varying a little as we have
been for some days.

P.M. Some clouds but a fine breeze. We now
hope we have the trades; it being rather doubtful
whether we have had them before. Had ham
served out for the 4th and last time.

March 1st. Friday. 123^d day out. Had a fine run
last night - run WNW by N; wind N by W.

P.M. Fine breeze. Lat. 12° 45' N. Some difficulty between
two passengers in the after cabin. Mr. Rich-
ardson & Mr. Griggs both slipped down the
fore hatch it being left off - fortunately
they were not much hurt.

March 2^d, Saturday. 124th day out. Had a strong breeze
through last night. 7 o'clock; all the studdensails in,
flying jib, royals & main square-handed; wind
about N; ship runs N by W. cloudy & little rain.

No. Lat. 14° 05' N. It is said we run 247 miles the last 24 h.

P.M. A heavy breeze & rather rough. 2 o'clock; altered
the course to WNW clear. A bird called a frigate
lit on one of the studdensail booms last night, at dark.

March 3^d. Sunday. 125th day out. Morning cloudy &
misty; set royals & flying jib. 8 o'clock cleared off; a fresh
breeze 10 o'clock; temperature meeting. Scanot so rough
as yesterday. No. Lat. 15° 55' N.

P.M. 10 o'clock; hauled royals; strong breeze NW by E; heads
NW by W.

March 4th, Monday. 126th day out. Morning cloud-
y & strong wind. At 11th clear. Lat. 18° 10' N.

P.M. 3 o'clock; wind hauled N E by E; heads SW by S.
A strong breeze & a great run the last 2 or 3 d.

March 5th, Tuesday. 127th day out. Cloudy & hazy.
A strong breeze. So it night the ship ploughed
into the seas as hard, perhaps, as any
time since we left Boston - we probably
run 10 knots or more all night, on the wind.
heads up NW by W. Lat. 21° N.

P.M. Cloudy & windy. Little rough - flying jib
hauled.

March 6th, Wednesday. 128th day out. Morning
hazy. A good breeze. At 11th clear.

Mr. Lat. $24^{\circ}16'N.$

P.M. 1 o'clock; hazy. 2 o'clock; clear but not so much wind; set royals 4 o'clock; royals all hauled 5 o'clock; set main royal; wind unsteady. Had some No. 2 mackerel served out for the first time. We also have beef, the mackerel being extra! - A number of light squalls during the day.

March 7th, Thursday. 129th day out. Cloudy hazy weather & a light breeze from the N.E. Heads N.W. by N. all sail set. 11 o'clock; passed the wreck of a small boat, probably a whaleboat.

P.M. 5 o'clock; light wind, probably the last of the trades; heads W.N.W. by E. We have had very little clear pleasant weather since we took the N.E. trades. It is now rather chilly.

March 8th, Friday. 130th day out. A pretty good breeze N.E. by N. heads N.W. by E.; rather cloudy.

P.M. Wind hauled N.E. by E.; heads up N by W. 4 o'clock; made a sail on our larboard bow. Many of the passengers are fixing up their things to go ashore one of these days. A temperance debate was held between decks last evening. It was rather a noisy one.

March 9th, Saturday. 131st day out. The ship that we saw last night is probably out of sight, astern. Wind E., a good breeze; heads N.E. by E.; cloudy. A ship is ahead of us. Lat. $31^{\circ}33'N.$

P.M. A strong breeze, but some staysails set. 1 o'clock; made a bark from the lee bow. 4 o'clock; the ship that we could but just see in the morning, ahead, is now nearly out of sight astern; & the one we made on the lee bow (bark,) is now on our beam. We are going $11\frac{1}{2}$ knots.

March 10th, Sunday. 132d day out. The vessel we saw last night are out of sight this morning. A fine breeze S.Easterly; heads N.E. by E. A temperance meeting at 10 o'clock. Mr. Lat. $33^{\circ}56'N.$

P.M. Fine breeze & rather a clear day. A bright circle round the sun. We have seen, more or less birds ever since we left N. though we have been more than a thousand miles from land.

March 11th, Monday. 133d day out. Starboard watch called at 4 o'clock. A few minutes after, carried away a fore staysail boom. All heads

called to clear it away &c. 4 $\frac{1}{2}$ o'clock; a light squall struck us aback; got her off before the wind; hauled N $\frac{1}{2}$ W by N; heads N by E. Wind blew fresh & the ship was put under - short sail; cold & rainy & quite uncomfortable on deck.

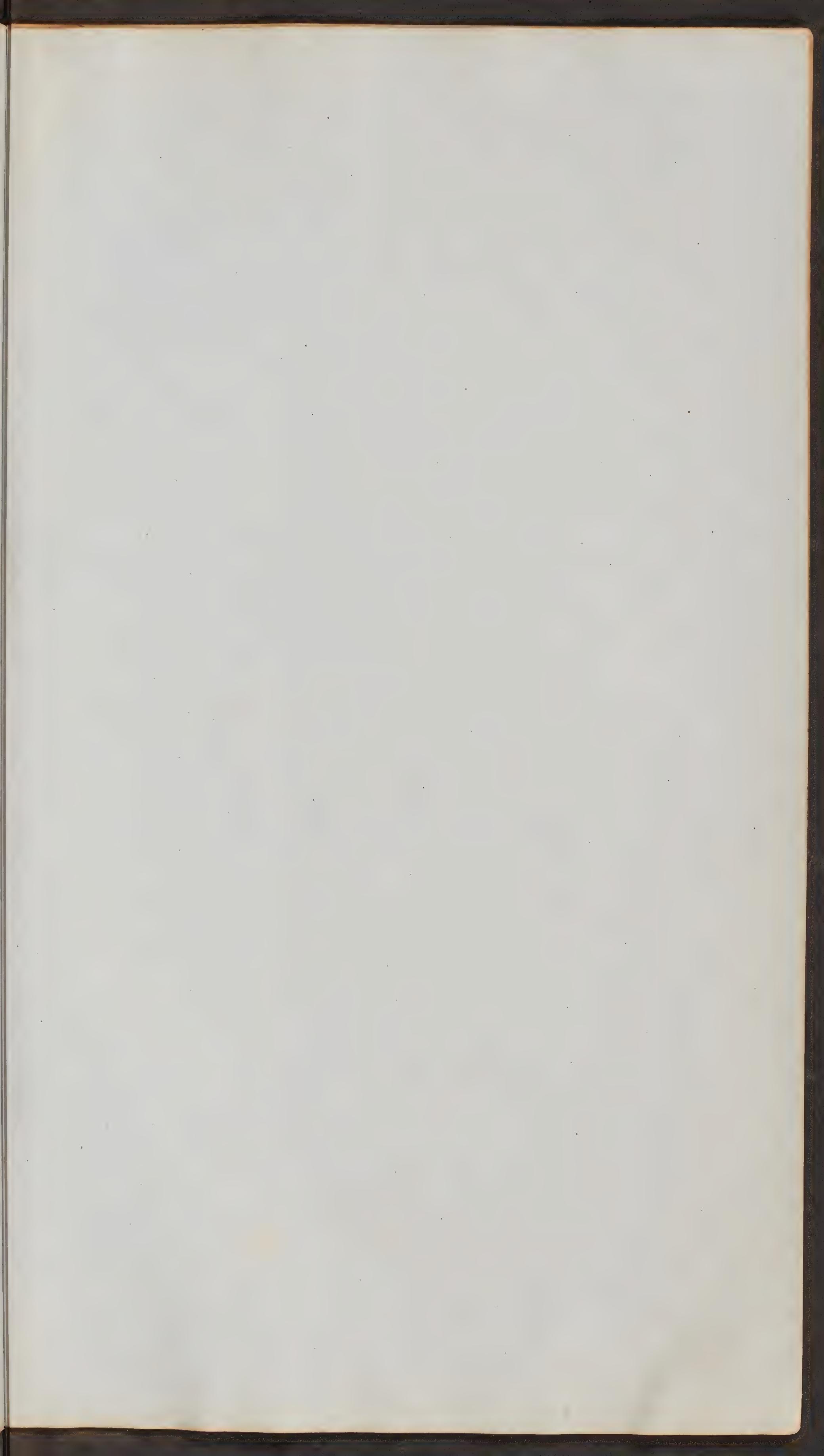
?M. Fresh breeze & rough sea..

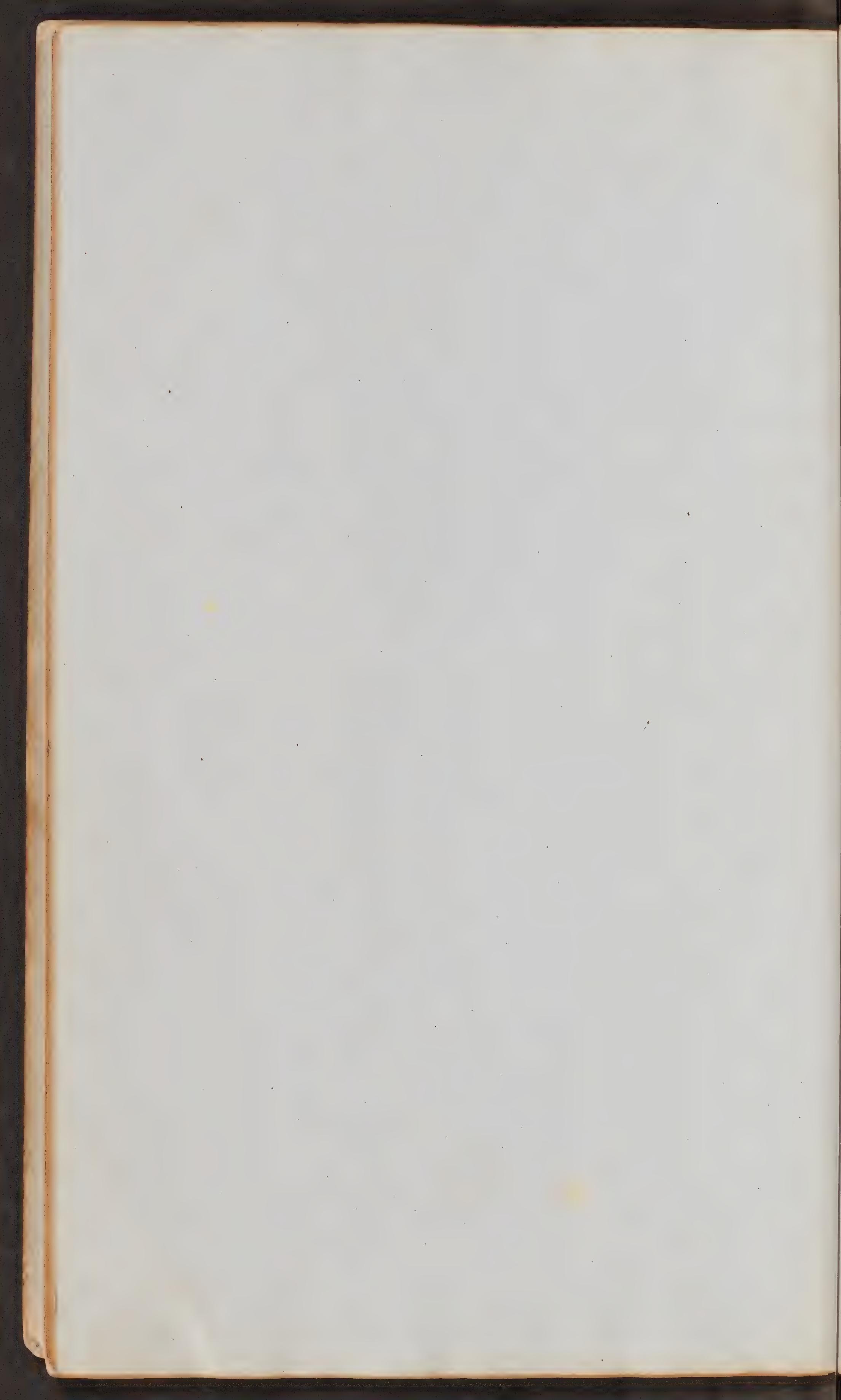
March 12th. Tuesday. 134th day out Wind SW by S; heads N by E. Cold, cloudy weather much colder than I anticipated in this Lat. Umbent flying jib, sent down fore & mizen royal yards. ~~and down~~

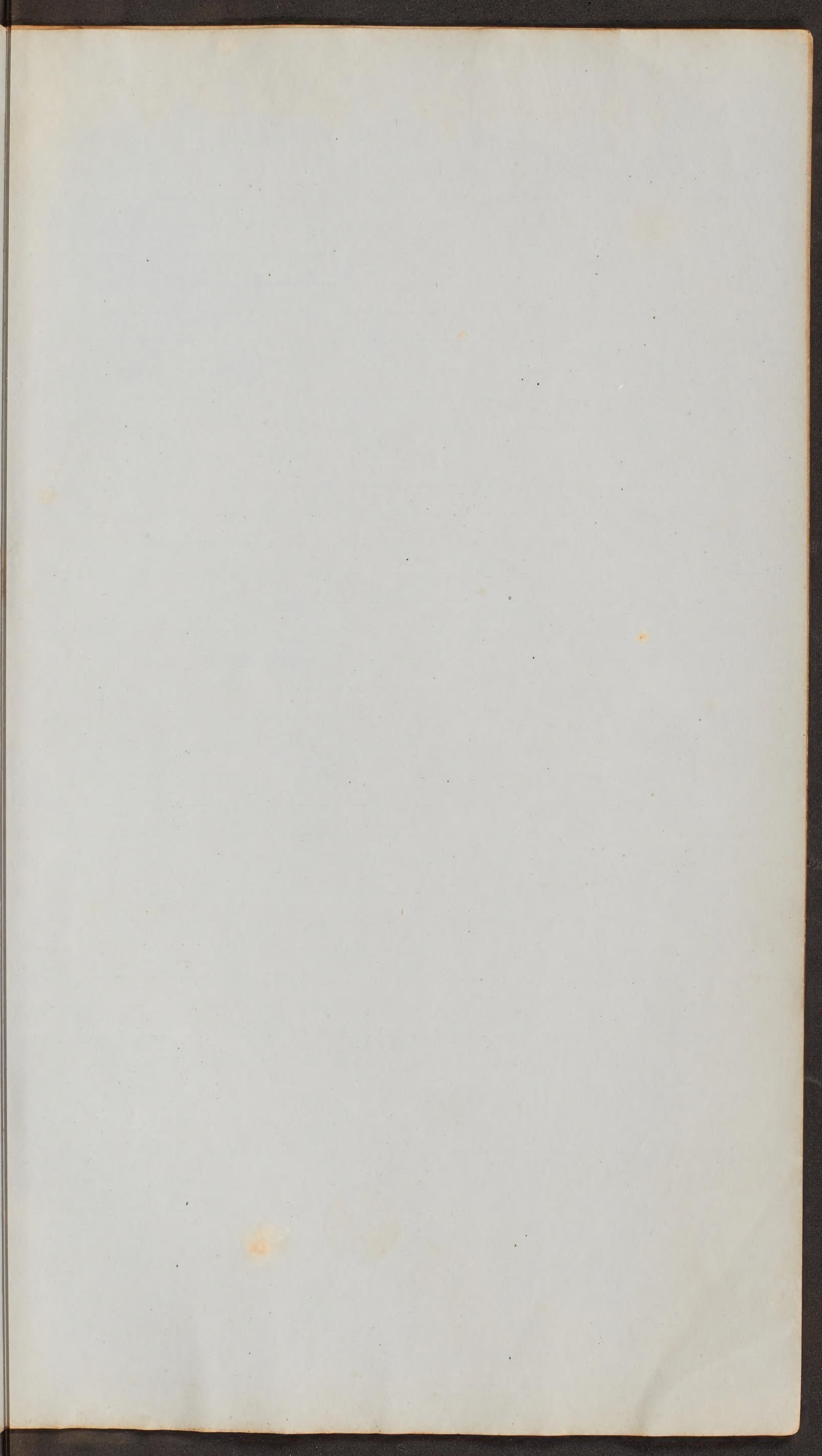
?M. 1 o'clock; drizzily & wet. Not so much wind. Got out the chain cables, fixed the anchors &c. Passengers are busy in fixing up their things for the shore. 4 o'clock; shortened sail; at dark hoove the main topsail aback; wet & cold.

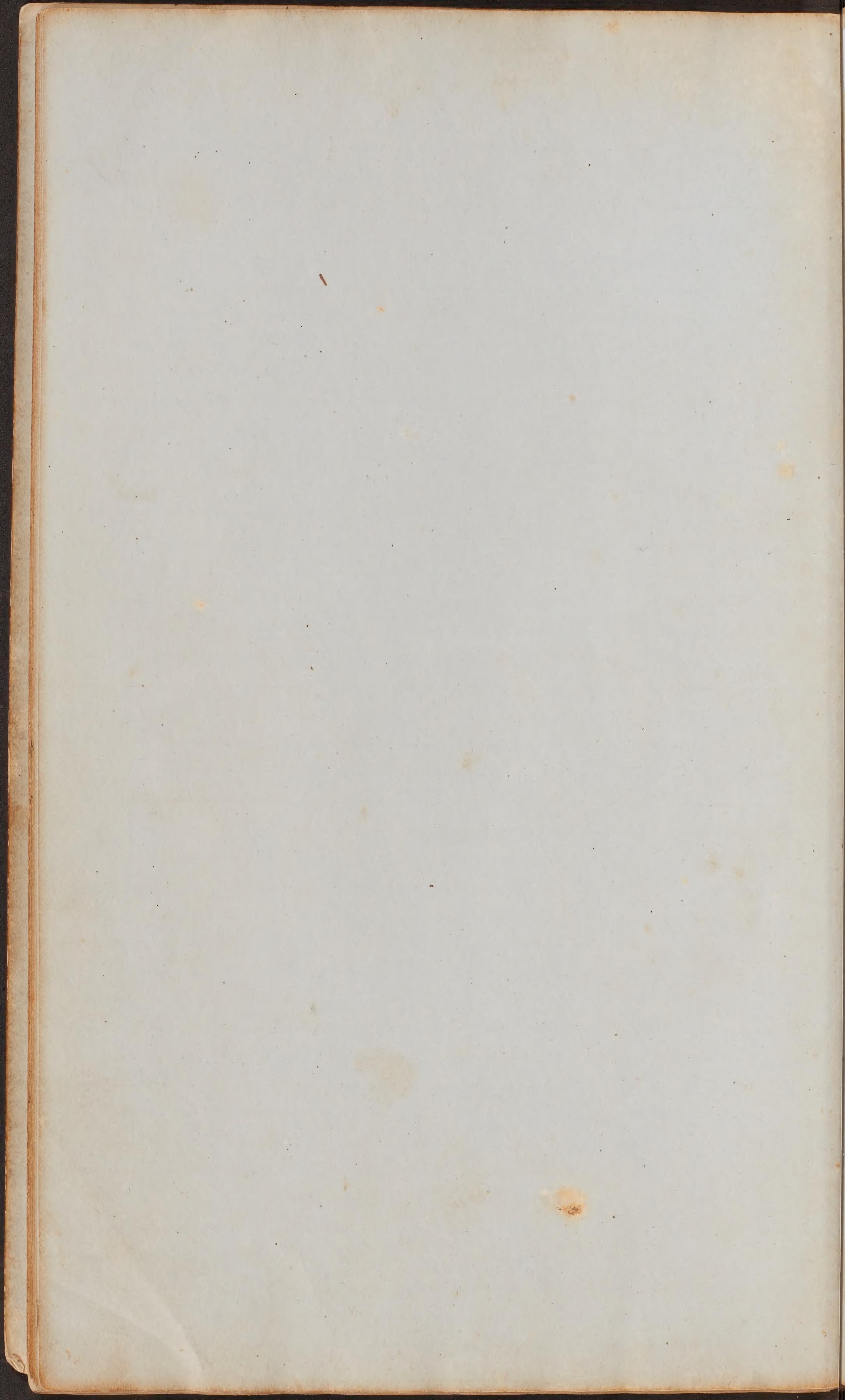
March 13th. Wednesday. 135th day out. At daylight made two ships - one on our lee bow & the other nearly astern: also made the land on the starboard bow; wind SW & a light breeze. A very cold morning & rather cloudy. 9 o'clock; not so cold; made the land south of the Bay & are running along by it. The land is rather high. 11 o'clock; entered the mouth of the Bay. Course S/E. 11 $\frac{1}{2}$ o'clock; a pilot came along side & hailed us; did not take him aboard. A light rain squall. Saw plenty of birds off the coast & harbor.

?M. 1 o'clock; anchored in the harbor of San Francisco & three cheers were given from the ship. Weather clear









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